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Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, FRIDAY, AUGUST 24th, 1923. 五期星

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7.00 a.m. to 7.10 a.m.	every 15 minutes
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SOCIALISM REJECTED BY THE COMMONS.

MR. LLOYD GEORGE'S DEMAND.

AN INQUIRY ON DISCONTENT.

The House of Commons on July 18th, passed a very decisive verdict upon Mr. Snowden's resolution for the "gradual supersession of the capitalist system by an industrial and social order based on the public ownership, and democratic control of the instruments of production and distribution"—in a word, the Socialist State. It is four months since the resolution was first brought on; it has been debated every day during the interval; the case against it could hardly have been stronger than it was when the division was taken on Sir Alfred Mond's amendment, and there voted:

For the amendment, ... 121
Against ... 368

Anti-Socialist majority ... 247

Both Liberal parties and the Ministerialists went into the Lobby together to condemn the Socialist panacea as the only remedy for the failures and defects of the capitalist system.

Sir John Simon restated the debate with what was undoubtedly the most effective speech of the day. He made his point with all his accustomed neatness and clearness, and the message which "the honourable member" as Mr. Irvine called him, produced among the Socialists at his back. He came out in uncompromising opposition to the universality of the Socialist remedy—stressing this universality as being of the essence of the resolution—and without minimising the evils from which the people are suffering, he contended that it was preposterous to say that they could only be cured by the destruction of the present system. Moreover, he argued that, even if the present system were destroyed, even if the Socialist State were established, and indeed, more so, in any country in the world which tabulated unemployment statistics. Later, Mr. Clynes retorted to this that at any rate the Queensland electorate had endorsed the Labour Government's policy by returning it with a record majority, but that only showed the credulity of the electorate; it did not controvert the statement that Queensland had not prospered economically under a Socialist régime.

SOME SEARCHING QUESTIONS.

One of Sir John's best points, was that if all the industries of a State were nationalised it would no longer be possible to make up, as now, the deficit on any single State-controlled service by taxing the profits on others which remained untroubled; there would be no profits to tax. He asked, too, what was to become of the great export trade of the country in competition with other nations, which did not socialise their industries; and how the Labour leaders would face their men when they had lost their means of livelihood. He asked, too, whether trade unionists were prepared to abandon the right to strike or to accept the conscription of labour, and whether they had any plan for securing such a thing under a Socialist State as an independent Press. Searching questions, which the Socialists did not like, and to which they attempted no reply.

Naturally, Sir John Simon strongly contended that he had by no means reached the limit of what a progressive community could do in the way of humanising industry and placing public needs and human rights above private interests. "We shall hear more," he said, "of the limitation of profit and of inheritance."

MR. LLOYD GEORGE'S WARNINGS.
Mr. Lloyd George followed in much the same strain, and after laying great emphasis on the fact that this country was one of the worst in which to make a dangerous industrial experiment, and that during the last few years we had spent 400 millions on the relief of unemployment and incurred a liability of 150 millions on housing, he went on to argue that those who were most anxious to retain the present system should also be the most active in remedying its evils.

The ex-Premier was in a pessimistic vein as to the industrial outlook and as to the permanence of the after-effects of the war. He spoke of the bitter discontent caused by recently depressed standards of living after the raised standards of the war period; of the loss in wages of no less than £50,000,000 per annum during the last two years, of the heavy decrease in the national income judged by the increased cost of living, of the drop in our export trade to 70 per cent. of the pre-war figure—expressed in quantities, not in values. Even if the Ruhr question and Reparations were settled, that would not bring sudden prosperity. Indeed, Mr. Lloyd George's point is that as soon as the "exchanges" are stabilised—at whatever figure—we shall have a far more intensive competition from France and Germany such as we have never known before, and from rivals in a vastly better position to compete. Truly a doleful outlook, especially he thinks that we are in for "a prolonged period of depression." Mr. Lloyd George, therefore, called on the Government for an inquiry, a real survey and investigation into the causes of discontent arising out of post-war conditions. The demand was received, with mocking shouts and jeers from the Socialists, one of whom called out: "Another Sinker inquiry!" and in truth it seemed rather a lame conclusion to his speech.

The Nationalists listened without demonstration, and did not get much share of the debate before the dinner hour; in fact, only Mr. Grenfell, member for the City, spoke from the Conservative side. He would have been loudly barracked by the Socialists for the fact that he was a maiden speech, for he roundly told them that they were responsible for much of the existing unemployment, and that they had encouraged "idleness and slovenliness among British working-men" who had largely lost their old reputation for good work. Socialism, he said, would lead straight to starvation. Mr. Grenfell gave

the House some very interesting examples of his own firm's business experience at Home and abroad, and mentioned that he was one of the fourth generation of his family to sit in the House of Commons.

THE SOCIALIST SIDE.

Mr. Clynes and Mr. Irvine expounded Socialism in their respective styles—the latter robustly, the former as robustly as he could. Mr. Clynes said that the product of capitalism was "millions of the misers and paupers"; he denounced "the wasteful, wanton extravagance" now in fashion; he said that the producing classes had been "wronged and robbed through the centuries." And he admitted that "Socialism must rest on a basis of consent," and that without such consent it could not succeed. But he did not show how the miracle would be worked or how human nature was to be changed.

With many rhetorical flourishes, Mr. Henderson derided Mr. Lloyd George's demand for an inquiry, and commended Mr. Snowden's nostrum, because it was to be introduced gradually instead of on the all-or-nothing Russian principle. He seemed concerned, however, with the fact that the Labour party is becoming known as the Socialist party. Apparently for electrifying purposes, he does not regard the new name with favour. As a counter-blow he would like to label his opponents "Capitalists." With ill-concealed displeasure the Socialists heard Mr. Snowden give the Communist blessing to their motion, especially as he declared that it would be impossible to appropriate the capitalist class by peaceful means. If the Labour party, he said, attempted to enforce a capital levy, and the Capitalist class resisted, nothing would happen except a series of resolutions, for the Labour party had declared they would not use force.

Concluding the debate for the Government, Mr. Amery dealt mainly with Socialism from an administrative point of view. He pictured the impossibility of a Government trying to administer the industries of the country. It would mean a Hatcher-General and a Baker-General, and an absolute clogging of the machinery of the House of Commons. And in the end we should simply be left with a great capitalist enterprise competing with the world. He asked the House to reject an illusory dream which would scrap a life of freedom and energy, and put in its place a crude mechanical system which would paralyse industry and destroy the political system under which we lived.

Mr. Ramsay MacDonald sneered at the defenders of Capitalism, because they admitted that improvements were still possible. That, he implied, proved that Capitalism had failed. To-day he said there was not a whiff of liberty. As a proof of that he asserted that the business genius of the community was held by the Capitalists. His prescription for getting men to put spiritual effort into industry is—Socialism.

THE DIVISION.

Labour whipped up its members for the division with great assiduity, and voted within 10 of its full strength in the House, not counting the four suspended members. So far as could be ascertained, not a single member of any other party supported the Socialists in the lobby, and the fact that there was an absolutely straight vote, so far as the minority was concerned, showed conclusively the strength of opinion against the resolution. There were about half a dozen "pairs," and this meant that some 15 only of the Socialist members were unaccounted for.—Daily Telegraph.

THE SUSPENDED M.P.'S**GLASGOW MEDICAL OFFICER'S REPLY TO MURDER CHARGE.**

In view of the allegations made by the four suspended Scottish Labour members regarding the supply of milk to nursing mothers and the effect of its withdrawal on infantile mortality, a statement made by Dr. A. K. Chalmers, Medical Officer of Health for Glasgow, is important.

Dr. Chalmers states that, during 1922, there were in Glasgow 121 deaths of infants per 1,000 births, compared with 105 per 1,000 the previous year. The supply of milk and meals to mothers and children reached the maximum demand in February, and during that quarter the death-rate rose to the abnormal figure of 168 per 1,000 births. At the same time, the general death-rate reached figures above 50 per 1,000—a rate unknown for many years. These abnormal conditions were accounted for by heavy fog and intense frost and epidemics of measles, influenza, and pneumonia. The supply of milk and meals was not modified until May, 1922.

For the first quarter of the current year the infantile mortality rate was 83 per 1,000 births, and for the second quarter 90 per 1,000. It is urged, therefore, that the allegations that infantile mortality has increased as a consequence of the restriction of the supply of milk and meals are without foundation.

THE WORKING MAN

OF TO-DAY.

PROPERTY OWNERS' CRITICISM.

At the half-yearly meeting of the National Federation of Property Owners and Ratepayers, held at Ilkley, on June 22nd, the president (Mr. E. J. Churchman, of Manchester), referring to Scotland, "assessments," said they had to demonstrate to the Government that the cost of the maintenance of small property was now 150 per cent. more than it was in 1914. (Voices, "More.") Labour was now just under 100 per cent. more than in 1914. If they took the amount of labour done it was more. They were ashamed, as Englishmen, to have to admit that the working man was not putting into his job anything like as much for his increased wages as he did in 1914. Not only did he do less work, but the joiner, who would formerly carry a floor board, now had a labourer to push it on a hand cart, while the plumber must have an apprentice to carry his bag. With regard to material, there was no difficulty in showing that it cost considerably more than 150 per cent. more than it did in 1914.

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Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony.
 - (b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.
- 3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
- (2) Sub-section (1) of this section shall not apply to the following:—
- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
 - (b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bond fide* meal for which a charge of at least thirty cents can be reasonably made;
 - (c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employé in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKER,

Secretary.

Hongkong, 15th August, 1923.

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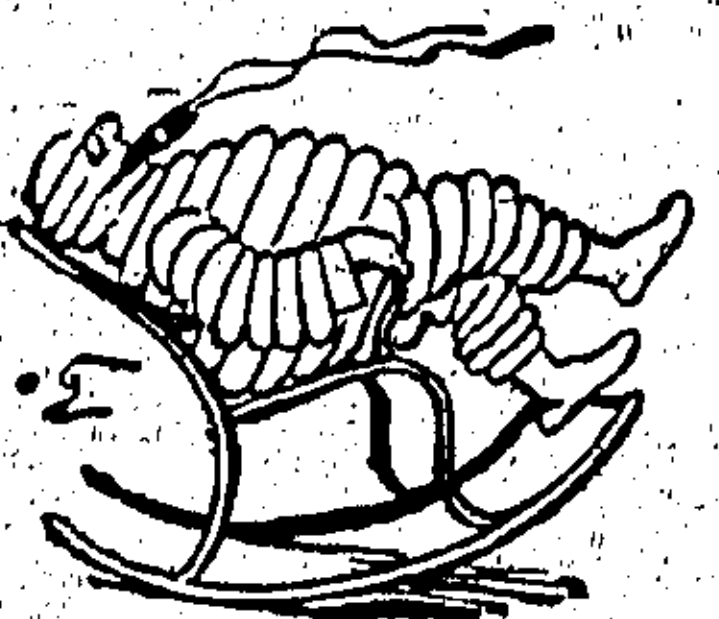
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**PROGRESS OF CIVIL
AVIATION.**

STEADY DEVELOPMENT.

**BRITISH GAINS IN CROSS-CHANNEL
TRAFFIC.**

The Annual Report of the progress of Civil Aviation for the year April 1st, 1922, to March 31st, 1923, issued on July 15th by the Air Ministry is a record of steady development.

Although the report states, the increase in traffic on the London-Paris air route in the summer of 1922 failed to attain the dimensions expected, there was, nevertheless, a considerable increase in the total air traffic during the year under review, as compared with the previous year.

Air transport flights (internal and Continental) numbered 4,000, in the course of which 11,400 passengers and 216.4 tons of goods were carried, while in the previous year the corresponding figures were 1,156 flights, 5,692 passengers, and 23.0 tons of goods. A large proportion of the total flying consisted of air transport, as distinct from "joy riding," than in the previous year.

It is equally satisfactory to note that British aircraft gained a larger share of the cross-Channel air traffic than in the previous year. Out of a total of 3,137 flights and 13,172 passengers, 2,903 flights made, and 10,066 passengers were carried by British aircraft, representing percentages of 57.7 and 76.4 respectively, whereas, for the year ending March, 1922, the corresponding percentages were 33.1 and 51.5.

SAFETY OF CIVIL AVIATION.

The efficiency of the British services has steadily increased. In the case of the London-Paris service the efficiency rose from 85 per cent. in the year ending September, 1920, to 89 per cent. in the year ending September, 1922. During the six months following the reorganisation of the services in October last year, the average efficiency was maintained at 83 per cent., although two of these services were operating over new routes, and winter conditions had set in.

For the second consecutive year no passenger was killed in the course of flights on regular air services. One passenger was, however, slightly injured in a collision on the ground.

Valuable data was obtained from the series of experimental flights by night which was carried out in February on the London-Paris route. In spite of the unfavourable conditions, it was possible to confirm that night flying on the route in the absence of fog and low cloud is as commercially practicable as daylight flying. Further experiments will be carried out to ascertain how the special difficulties of night flying in adverse weather conditions may be overcome.

TRAINING OF RESERVE OFFICERS.

Reference is made to the scheme for the flying training of the Royal Air Force Reserve of Officers at civil training schools. In general terms, the objects of this scheme are, as well as providing an efficient flying training, to stimulate aviation, to provide employment for firms connected with civil aviation, and to secure training centres that will be situated as to suit the convenience of the Reserve officers. With a view to distributing the schools over the United Kingdom as far as possible, the following centres have been selected, and approximately 70 pupils will be trained at each school:

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The estimates for Civil Aviation in 1923-24 cover a net sum of £227,000, with an additional £20,891 as the cost of the Headquarters Staff. The estimates for meteorological services are not included in the estimates for Civil Aviation, as was the case in previous years.

TRAFFIC CONTROL.

In order to minimise the risk of collisions occurring between aircraft flying on regular air routes the Belgian, French, and British Governments have supplemented the rules of the air contained in the International Air Convention by new rules designed to keep aircraft at a safe distance from one another when following an officially defined route.

An improved system of traffic control has been introduced at the Croydon Aerodrome by which a traffic officer who is in wireless touch with the aircraft is able to keep a check on the position of machines at every stage of their journey. The constant practice obtained by this officer in plotting positions is of great value during conditions of low clouds, mist, or darkness in enabling pilots to obtain information regarding their position when they are prevented from observing the ground. Other information is also passed to aircraft in flight, as, for example, warnings regarding weather conditions or the close proximity of other machines when the visibility is bad.

To facilitate accurate navigation by night a second route-marking light of 200,000 candle power (nominal) has been installed on the continental air route at Cranbrook, Kent, and an illuminated wind indicator has been erected at the landing ground at Penhurst. Further, an experimental strontium-coloured acetylene beacon exhibiting an intense red flame has been installed at the Croydon Aerodrome with the object of testing the power of this flame to penetrate mist during day and night.

The factor of safety of civil flying has been raised as the result of investigations into various methods of fire prevention and through the elimination of a majority of the causes of engine failure, and a considerable amount of work has been done in defining the minimum flying requirements of civil aircraft, more especially in regard to taking off, landing, balance, stability, and controllability.

OVER DESERT REGIONS.

Specifications of aeroplanes have been drafted to meet the probable requirements of civil air transport in the near future, particular attention being given to providing a machine capable of flying long distances, as, for instance, over desert regions, without intermediate landing. The three-engined type of civil aircraft is to be developed to reduce to a minimum the risk of forced landings for ordinary civil air transport. The three principal routes for which machines are being built are: England-France route, Baghdad-India route, and the Imperial route.

Statistics have been collected which go to prove that if pilots maintain reasonable habits and regular exercise, and are reasonable in their indulgence in alcohol and tobacco, a long and useful flying life can be confidently looked forward to for the great majority of those who take up this work as a profession. It is a matter of interest to would-be passengers to record that the great majority of present civilian pilots have a physical standard higher than the normal.

The Australian Commonwealth Government has decided upon the immediate establishment of six trunk air lines, two of which, Geraldton-Perth (1,165 miles) and Charleville-Cloncurry (500 miles), are already being operated with success. In the Middle East traffic on the Cairo-Baghdad air mail service increased threefold during the course of 1922.

1923 AND 1922.

Commenting on the "natural" impatience at the slowness with which the industrial depression is passing away, *The British Trade Review*, in its July Special Number, just published, remarks that on a calm historical comparison of the present epoch with that of a century ago, just after the Napoleonic Wars, it is the fact of recovery which is to be wondered at rather than the slowness of it. "If recovery from the wastage of the war was a slow and difficult task after 1918, when the economic tide ran strongly in our favour, it is bound to be even harder to-day." It is affirmed, however, that the long-looked-for improvement is now slowly coming to pass. A second article, which may usefully be read in conjunction with that just mentioned, deals at some length with the present trade and currency situation in Germany; and in "Europe To-day" a well-known City merchant offers a penetrating survey of the Continental tangle as it appears to the business man.

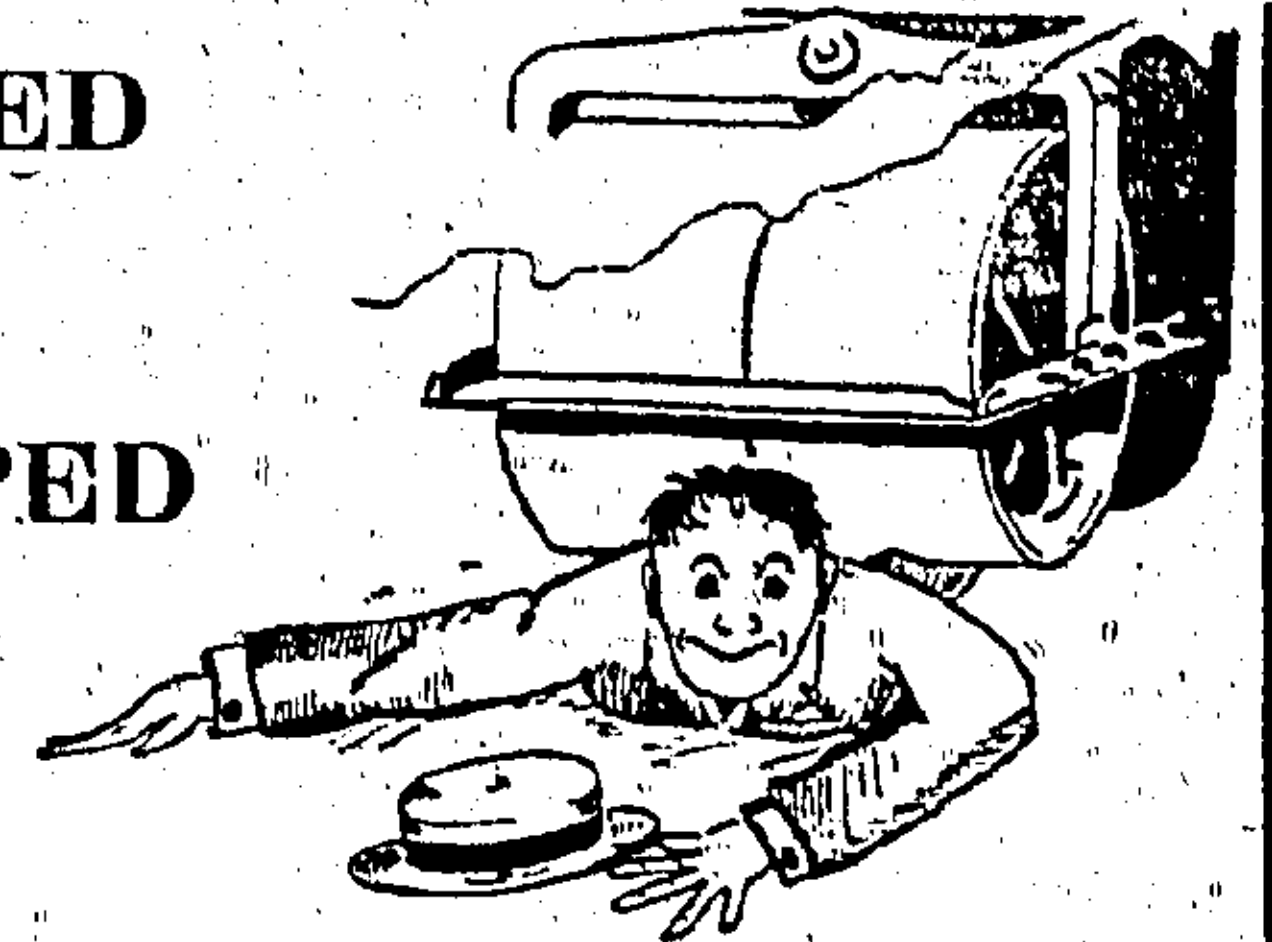
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Humphreys Estates \$ 243 b, 25 sa.
Ewo Cotton Mills \$ 12 1/2 b.
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CHINESE CUSTOMS REPORTS.

REPORT ON THE TRADE OF KONGMOON IN 1922.

Mr. H. D. Hilliard, Commissioner of Customs at Kongmoon, in his Report on the trade of the port in 1922, writes:

Signs are not wanting that the post-war depression of trade, due so largely to scarcity of materials and inflation of currency, is steadily being overcome. The year under review, marked as it was by political strife and labour troubles, has yet been an excellent one for trade in this district. The net value of merchandise coming under the cognizance of the Maritime Customs was HK. Tls. 10,658,177, an increase of some Tls. 2,400,000 over last year's figures, a result which encourages one in the hope that the day is not far distant when the demands of politicians and militarists will slowly but surely be subordinated to the interests of the community at large. The strike of seamen in Hongkong, lasting from the 12th January to the 7th March, paralysed foreign trade by steamer in the West River. Junk traffic naturally benefited to a large extent, handicapped, however, by a virtual embargo placed on the export of foodstuffs to Hongkong by the strikers' unions. The price of foreign imported goods rose considerably, a 50-pound bag of flour at one time costing as much as \$12, but this increase was compensated largely by a fall in the price of local produce unable to find an external market.

Towards the end of June political differences in Canton began to have their usual effect on the inland water traffic. Launches and junks were commandeered freely, and the various waterways presented a deserted appearance. A mixed force of *min-chun*, disbanded Yunnanese soldiers, and other irregular levies, enlisted by supporters of Dr. Sun Yat Sen with the object of capturing Shekhi, Sun-wui, Kongmoon, and other towns of importance, attacked Pakkai and Kongmoon city on the 14th July, but were repulsed. A further attack on Sun-wui city failed. Subsequent to Dr. Sun's departure for Shanghai on the 9th August, the political situation once more became dormant, but towards the end of the year threats of an invasion of the province by a united Kwangsi-Yunnan force reproduced conditions similar to those prevailing during the summer months, namely to the detriment of junk and inland water traffic. Trade, however, by steamer between this port and Hongkong was not affected appreciably.

With such unsettled conditions piracy has been more than usually prevalent. On the 20th August a British lighter was attacked near Kowloon and her cargo of some 3,000 bags of rice seized. During the night of the 16th November the Tun Yim School in Sun-wui city was pillaged by some 60 robbers, and 26 students and several other persons were kidnapped and held to ransom.

The first rice harvest in July was good, but the second crop in November was of poor quality, the yield being only 50 per cent. of the normal. In the southern prefectures the harvest was still worse, considerable damage being done by a plague of insects, and famine relief measures, in the shape of large shipments of foreign rice, were resorted to.

Cocoons were in large demand during the season, consequent on heavy buying on American and European account. The quality, however, still remains poor. Markets were increased in number, and, but for the difficulties of transport occasioned by political disturbances, this increase would probably have been more marked. The bulk of offerings were placed on the market towards the close of the season, with the result that silk-worm rearsers experienced a shortage in mulberry leaves, the price of which at one time reached the abnormal figure of 224 a picul.

Rainfall was subnormal, but the river remained high throughout the summer, and at three separate periods minor floods occurred. On the 12th July a typhoon of some severity struck the port, but occasioned little damage to shipping or on shore.

The continued output of debased 20-cent pieces by the Canton Mint caused a considerable fall in the purchasing power of these coins, some 400 million of which are now thought to be in circulation. Bank of Canton notes were exchanged during the first six months of the year for approximately 50 per cent. of their face value. In September, consequent on a serious endeavour by the new Civil Governor to reorganise the currency of the province, the value of a \$1 note rose sharply to 95 cents, but collapsed again shortly afterwards, and at the end of the year was in the neighbourhood of 85 cents.

REVENUE.
The collection at the Maritime Customs for the year aggregated HK. Tls. 308,279 and is a record (opium duty and likin excepted) for the port, exceeding the previous best collection of 1921 by HK. Tls. 58,000—an increase of 23 per cent. All headings shared in the increase, part of which, however, was at the expense of the Native Customs, unsatisfactory trading conditions there, due to frequent commandeering of vessels, diverting trade to the more regular and safer routes traversed by river steamers. The Native Customs collection—HK. Tls. 88,974—shows a decrease of HK. Tls. 6,700 from the record collection of 1921. The figures given above do not include famine relief collection, which totalled HK. Tls. 7,925.

SHIPPING.

(a.) Under General Regulations.—Entrances and clearances during the year number 1,736, of an aggregate tonnage of 841,274 tons, an increase of 43 vessels, of 232,210 tons, over the figures for last year. The abnormal increase in tonnage is, to a large extent, to be accounted for by the tonnage of the 'tween deck space of river steamers being now included in the registered tonnage of these vessels. But for the shipping strike, which reduced the entrances and clearances of river steamers by approximately 100 vessels, this increase would have been considerably larger. The s.s. *Kongming* returned from between Kongmoon and Hongkong on the 19th August and was joined by the s.s. *Leungkwong* on the 20th August. Three steamers now arrive from Hongkong daily. The s.s. *Taiwan* commenced plying between this port and Macao on the 30th October, but was withdrawn a month later, the trade not proving sufficiently remunerative. There is every likelihood of this vessel returning to the run in the near future under the auspices of a new company. On the 7th July a Japanese tramp steamer—the first Japanese vessel to enter the port—arrived with a cargo of coal from Keelung. This trade, a monthly one, is continuing. The increase in the tonnage of American bottoms is reflected in the enhanced value of importations of kerosene oil. Freight rates between Kongmoon and Hongkong and *vice versa* showed no tendency to fall during the year, though passenger rates, consequent on rate-cutting by the steamers *Kongming* and *Leungkwong*, dropped by fully 30 per cent. It is possible that further tonnage may be attracted to the Kongmoon-Hongkong run in the coming year, as the return appears to be adequate and the demand for tonnage to be on the increase.

(b.) Under Inland Steam Navigation Rules.—Entrances and clearances under this heading numbered 10,032, aggregating 290,316 tons, a decrease of 1,272 vessels, of 41,102 tons. The decrease is entirely to be attributed to the unsettled state of the interior and the constant commandeering, without compensation, of all useful vessels available by the military authorities. As a consequence, many owners of launches have given up business until more peaceful conditions obtain.

FOREIGN GOODS.

(a.) Imports, Direct and Coastwise.—The net value of foreign goods imported through the Maritime Customs was HK. Tls. 9,020,794, an increase of HK. Tls. 2,455,332 over the total for 1921. Such a large increase, when taken in conjunction with the rise recorded last year, gives cause for satisfaction. A heavy demand continued for kerosene oil, particularly the American variety, importations of which showed an increase of approximately 70 per cent. Sumatra declined somewhat, and a serious diminution occurred in the Borneo product, only 61,423 gallons being imported, against 148,422 gallons in 1921. Importations of paraffin wax and mineral lubricating oil improved considerably.

Importations of rice—698,774 piculs—were 150 per cent. higher than in the preceding year. This large increase is in part to be ascribed to the poor autumn harvest in the southern prefectures and to the unsettled conditions prevailing during the summer months, when movements of rice by junk ceased completely. It is obvious, however, that the growth of industries in towns and emigration abroad is depriving country districts of many who would otherwise be engaged in cultivating the land.

Worthy of note is the continued increase in the demand for sulphate of ammonia, importations of which rose from 15,122 piculs in 1921 to 41,935 piculs in 1922. It is probable that this progress in the use of modern fertilisers is largely due to the influence of returned emigrants.

A slight decline is shown in the quantity of cigarettes of foreign manufacture, but this cannot be considered an accurate register of the local consumption, as the quantity manufactured in Shanghai and brought into the area *via* Canton is steadily rising.

Foreign-made piece goods had a good year. Figured broadcloths increased from 998 pieces in 1921 to 3,540 pieces, and an improvement was also shown in velvets, shirtings, italians, and cambrics. The manufacture of fannelette in Canton adversely affected importations of the foreign article, which diminished considerably.

Importations of building materials showed a further increase, cement being better by 50 per cent. and iron bars by about 50 per cent.

The manufacture of matches locally was responsible for a fall in the Japanese variety to half the quantity recorded in the preceding year.

A remarkable increase in the number of rubber-soled shoes imported occurred during the year, the comparative figures being 17,183 pairs in 1922 as against 757 pairs last year. Rubber-soled shoes have proved much more durable than the cloth-soled variety, and as they are cheaper and at the same time of equally good appearance, their sudden popularity is not surprising.

CHINESE GOODS.

(a.) Exports, Abroad and Coastwise (including Re-exports).—Native exports through the Maritime Customs totalled HK. Tls. 1,628,335, a decrease of HK. Tls. 23,439. Exportations of palm-leaf fans decreased very heavily, the trimmed variety falling from 2,019,000 to 1,354,000 and the untrimmed from 17,502,000 to 6,392,000. Illegal taxes imposed on growers by organised bands of brigands are largely responsible for this deplorable state of affairs. Decreases are also to be noted in exportations of fresh vegetables, prepared tobacco, fresh oranges, and garlic. Exports of sugar canes showed a gratifying increase of 20 per cent., and another increase of interest was provided by black tea.

(Continued at foot of next Column.)

TSINGTAU.

CONDITIONS UNDER CHINESE REGIME.

The Rev. Eustace Strong, British chaplain of Yokohama, writes from Tsingtau to the *North-China Daily News* to express his opinion that the denunciations of the new régime at the port are wholly unjustified. He says:—

"It may interest some of your readers to hear about conditions in Tsingtau at the present time, especially as there seems to be much inaccurate information abroad. While staying in Shanghai before coming here I was constantly warned as to the danger from brigands and also given to understand that the town was being allowed to deteriorate and was not the place it once was. At any rate, for some reason or other Tsingtau with its remarkable charm and attraction has fewer visitors than usual and the hotels and boarding houses are only half full.

"As a visitor from Japan it surprises me to find the place so empty; it is more like a 'Home' waiting place than any other town I have visited in the Far East; the yellow rocks and sand, the pine woods backed by hills and mountains, the excellent roads and stonebuilt houses roofed with red tiles, golf course and tennis courts, a cool and bracing climate, all combine to produce the atmosphere of Home and I can imagine no more ideal spot for a summer holiday.

"The much talked of danger with regard to bandits, appears to have evaporated completely, if it ever existed. In March about 90 members of the criminal class were rounded up and dispatched to another locality. Since then a few thieves have been caught, and I am told, promptly executed—*four criminals by guillotine*—and no more are said to be in existence in Tsingtau at the present time. In Japan the *dumbō*—or burglar—is always with us and a very unpleasant gentleman he is, so handy with his knife that it is as well to let him take what he wants.

"The Chinese are on their mettle and the whole place is well cared for; soldiers are much in evidence, well armed and well disciplined and the general policing of the place seems to be most efficient.

"The two hotels, the Grand and the Strand, compare most favourably with other hotels in the Far East, and the rates vary from \$9 to \$13 a day; there are also boarding houses of a good type where the rate is about \$5. If this letter should result in the addition of more visitors I feel confident they will not be disappointed."

THEATRICAL LAWSUIT.

APPEAL OF MR. EDGAR WARWICK DISMISSED.

At the Appeal Court at Peking, August 15th, Sir Walter Shaw, Mr. Justice Barrett-Lennard and Mr. Justice Brown, heard the appeal by Mr. Edgar Warwick, proprietor of Warwick's Eastern Tour, against the judgment of Mr. Justice Sproule, who found in favour of Mr. Thomas Joseph Fenwick, who had come out to the East to perform for the appeal.

On June 22nd, Mr. Justice Sproule gave judgment in favour of Mr. Fenwick and the appeal against his decision was on the ground that it was against the weight of evidence; that the judge was wrong both in fact and law in holding that the tour commenced when the defendant embarked with his company at Bombay for Colombo, that he was wrong in holding that the plaintiff was entitled to hotel expenses in Colombo, and that he was wrong in any event, in awarding plaintiff the costs of the action and in refusing to award defendant the cost of the action.

The appeal was dismissed with costs.

THE "PACIFIC"

AMERICA'S "DOUBLE LINE OF SUPPORTS."

The following Associated Press Radio message appears in Manila papers:

WASHINGTON, August 13th.
Recognition of the strategic importance of the Pacific is seen in the Navy Department's approval of the recommendations of the naval board for developments of American shore stations.

More than 67 per cent. of all appropriations for the next 20 years are for bases, depots and air stations which will constitute the erection of first and second lines of support for the navy in the Pacific, under the provisions of the naval board's report, which through Assistant Secretary of Navy Roosevelt's signature becomes the basic policy of the department.

TREASURE.

Notwithstanding the suspension of shipments for three months on account of the strike of seamen in Hongkong, the value of treasure exported increased from HK. Tls. 2,908,800 in 1921 to HK. Tls. 3,970,297 in 1922. Exports, which were entirely in Canton 90-cent silver coins, went to Hongkong exclusively and were influenced to a considerable extent by unsafe conditions throughout the delta and by large purchases abroad of rice to supplement the depleted local stocks.

PASSENGER TRAFFIC.

Passengers travelling by the various steamers numbered 411,729, a decrease of 52,256 compared with the figures for last year. The decrease may be traced to the lack of employment in America and the Straits Settlements, while the shipping strike naturally diverted passenger traffic to low-boats and junks. The unrest in the district, however, was responsible for the temporary migration of many families to Hongkong, so that the disparity between the numbers of persons travelling this year and last is not so noticeable as would otherwise be the case. Passengers carried by the Sanning Railway numbered 257,699.

NEW WIRELESS STATION.

MITSUI & CO. REPORT SUCCESSFUL TESTS.

The following announcement of the results of the official tests of the high power wireless station at Shanghai, seven miles east of Peking, has been handed to Reuters' Agency at Peking by the Mitsui Bussan Kaisha:

For the first time in the history of her aerial communication China has been linked up with every corner of the world by the successful completion of the high power wireless station at Shanghai, seven miles east of the capital, and Peking, equipped with one of the most powerful radio units in the world, has now been turned into an important centre along the routes of direct wireless communication between Asia and Europe and between Asia and America.

The wireless station at Shanghai has been constructed by the Japanese firm, Mitsui and Company, for the Chinese Government, under a contract signed with the Ministry of the Navy, in February, 1918, for the purpose of providing China with a high power wireless station, which is capable of communicating with Japan, Europe and America, at an estimated cost of \$336,297.

The construction work of the station having been completed by the end of July, the station was put to the first official test on August 16th in the presence of the representatives of the Chinese Government and Mitsui and Company, and the success of the test was confirmed by the following message received in Reihoku from the French wireless station at Bordeaux:—

"We heard your signal perfectly well at 20.10 (at 4.10 a.m. in Peking) till 20.40. Greenwich meantime, on August 16th, receiving it very strongly."

That the official test should have been carried through successfully at this season, when atmospheric conditions are not favourable for aerial communication indicates the efficiency of the newly-built station. The test will be continued for some time with Sainte Assise, Nansen, Carnarvon, Marshal Islands and other centres of radio communication all over the world.

MOTORING IN CHINA.

The following extract is from *The British Trade Review*:—

A motorist recently returned from a prolonged stay in China regard that country as offering unlimited possibilities for the motor industry. Not immediately, of course; but later on the motor vehicle will assuredly play an important part in China's regeneration. Roads are now being called for in districts far distant from the trading centres—such populous cities as Shanghai and Canton—and although it will be many years before satisfactory road communications can be established throughout the interior, each year sees more miles added to the highways suitable for motor traffic. Better grade cars have sold fairly well in China, chiefly among the foreign officials and traders resident there, but the demand so far has largely favoured the inexpensive type. Although price is such a dominant factor, the Chinese themselves prefer a big and imposing vehicle, and more attention is usually given to size and appearance than to mechanical efficiency and quality. Just how far the British vehicle will consolidate its position in the Chinese market depends upon the efforts made by our manufacturers in the immediate future to provide cars of handsome appearance, large seating capacity, and at competitive prices. Needless to say, the chief competition comes from the American car, but it is a competition which is very strong simply because size and price are the decisive factors, reliability, long service and low running costs—where the British car scores heavily—being relegated to the background.

CHINESE LOVE DRAMA IN BERLIN.

DOCTOR AND FIANCEE UNDER ELECTRIC TRAIN.

One of Berlin's suburban railway stations was the scene of a Chinese love tragedy last month. The crowd on the platform had noticed a Chinese, who it was afterwards learned was a Dr. Zun-Chiu, standing silently by a very pretty Chinese girl. The two held each other's hands.

An electric train glided into the station and the two Chinese threw themselves on to the rails before it. The driver could not pull up in time and the wheels of the engine passed over the two.

Dr. Chiu was conscious when help came, although both his legs were crushed. He said two words: "Love worries."

The girl, to whom he was betrothed, was unconscious. They are both in hospital and in a most serious condition.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Toric are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 33, Queen's Road Central.

C.P.S.S. PILOT SERVICE

TRAVELLING PILOTS TOO EXPENSIVE.

THE SERVICES OF CAPTAINS KENT AND INCH NO LONGER REQUIRED

Travelling pilots is a term used by shipping men to pilots who actually travel with a liner from place to place. The Canadian Pacific Steamship Company have employed travelling pilots in the Pacific for the past 30 years. But this system is to be abandoned as from September 9th next. This means that the services of Captains Kent and Inch will be dispensed with from that date. Captain Kent is well known in Hongkong and Shanghai where he has been engaged in piloting the Company's big liners for many years past. His colleague, Captain Inch, came on to the service about a year ago when the new liners, the *Empress of Canada* and the *Empress of Australia* were added to the Company's service. These two pilots have been travelling between here and Japan, piloting the Company's great liners in and out of all their ports-of-call.

Seen yesterday afternoon on the subject, Mr. P. A. Cox, local general agent of the C.P.S.S., said the Company had been compelled to take the step of dispensing with the services of Captains Kent and Inch owing to the exorbitant fees charged for their services by the Pilot Association through which they were engaged. For the past 30 years the Company had engaged travelling pilots for the purpose of maintaining their express service between here and Vancouver. The mail contract made it necessary for the ships to run to time and this necessitated having on board travelling pilots.

In explanation of this Mr. Cox stated that in the event of bad weather it was not always possible for the pilot boat to meet an incoming liner at the pilotage ground. There was always a liability of delay. The liners through this delay would probably miss a tide, a very important factor in running an express service. Then, again, it was very dangerous to have these big liners lying outside a port waiting for the cruising pilot. If they were caught in a typhoon it would be serious. Hence the necessity for having travelling pilots.

"The dispensing of the service of travelling pilots," said Mr. Cox, "has been forced upon us by the Pilots' Association owing to the exorbitant fees charged by the Pilot Association for their services, which is out of all proportion to the rates paid elsewhere." Incidentally Mr. Cox remarked that their travelling pilots were the highest paid men in the pilot service.

So from the 9th of September, the Company at Montreal had decided to do without travelling pilots. The Company, added Mr. Cox, will then make fresh arrangements as regards the piloting of their liners in and out of port. Probably they would engage cruising pilots, which, of course, might mean at various times some little delay in their express service, though, as Mr. Cox pointed out, the loss of a tide might mean the loss of good connection on the other side of the water. "In the past they had been dependent on their travelling pilots and we are sorry to lose them."

In conclusion Mr. Cox said he understood that the fees for travelling pilots were to be considerably reduced in the near future, and if this was the case it was just possible that travelling pilots would be re-engaged when the reduced fees came into force.

THE TYPHOON.

SHANGHAI THREATENED.

The Observatory report yesterday said:—

There are no signs of a Balintang Channel typhoon this morning.

The typhoon which passed to the south of Hongkong yesterday is approaching Hainan.

The Oshima typhoon has curved westward and now threatens Shanghai.

The body of a Chinese who was drowned during the typhoon, has been recovered by the police at Shek O.

Causeway Bay breakwater was badly damaged during the typhoon according to a police report. Three junks were sunk near to the sea wall in front of Messrs. Jardine, Matheson's sugar refinery.

THE S.S. "REPOSE"

AFLOAT AGAIN.

The s.s. *Repose*, which went ashore at Kowloon Dock Point, close to the stranded steamer *Tai Lee*, was re-floated on Wednesday. She has suffered very little damage.

HONGKONG AND THE EMPIRE EXHIBITION.

MEETING AT THE CHINESE CHAMBER OF COMMERCE.

ENGLISH REPRESENTATIVES ATTEND.

A meeting of the Chinese General Chamber of Commerce was held yesterday morning to decide certain questions which had arisen in connection with the Hongkong Section in the forthcoming British Exhibition.

The meeting was presided over by Mr. Li Pe-kwai and amongst others present were Sir Robert Ho Tung, the Hon. Mr. R. H. Kotewall, Mr. T. N. Chau, and Mr. Ho Kwong. Towards the close of the meeting the Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs), the Hon. Mr. P. Holyoak, Mr. D. K. Blair (Secretary to the General Chamber of Commerce) and Mr. J. Fleming, of Messrs. Lowe, Bingham and Matthews (who have been recommended by the Joint Committee to H.E. the Governor to act as accountants to the Hongkong section of the Exhibition) attended and several points which had arisen were explained by them.

At the outset of the meeting Mr. T. N. Chau said he had seen all the applications from intending exhibitors and he thought that 30 buildings would be necessary to cope with the demands for space. As the demand for space was greater than the space at the Committee's disposal he thought the applications for space would have to be reduced.

The Hon. Mr. KOTEWALL, in giving a brief resume of the proceedings of a meeting of the Joint Committee of the two Chambers held last Friday, said that the London Committee were very desirous that the scheme for having a Chinese restaurant in the Hongkong section should be carried out, and not abandoned as had been decided upon by the Joint Committee. The abandonment of the scheme, the London Committee had argued, would cause much delay in the construction of the premises as the necessary plans for the buildings had been perfected and any alterations to these plans would cause considerable trouble.

As to the Chinese application for reduction freight on all exhibits sent to England, including those intended to be sold at the Exhibition, Mr. KOTEWALL said that the Joint Committee had sent another letter to London on the matter. He also explained that Messrs. Lowe, Bingham and Matthews had been recommended as auditors to the Hongkong section with powers to control the financial assistance provided by the Government. This had been in accordance with the wishes of H.E. the Governor. Mrs. Lowe, Bingham and Matthews had prepared forms for distribution amongst intending exhibitors. He produced a copy of the form and explained the details required to be written thereon, such as particulars of the goods to be sent by exhibitors, names and addresses, etc.

In view of the possibility of the \$150,000 allotted by the Hongkong Government for the assistance of Chinese exhibitors being insufficient, Mr. Kotewall said that it had been suggested that 5 per cent. should be deducted from sales made by exhibitors for the purpose of supplementing the fund.

The question of Chinese exhibitors giving a guarantee for the return of their representatives and staff to the Colony after the Exhibition was raised and several gentlemen criticised the responsibility which would be placed on the shoulders of the exhibitors. Mr. Kotewall explained that this matter would in all probability be cleared up on the arrival of the Hon. Mr. Hallifax and the representatives of the General Chamber of Commerce. On the arrival of these gentlemen this matter was gone into in an informal manner and Mr. Kotewall informed the meeting that such a guarantee would not be expected from exhibitors. He explained that the object of the proposal was to get over the difficulty of having Chinese stranded without means in England. If any such people were stranded they would be dealt with by the English Government.

The question of the Chinese restaurant was again mentioned and a leading Chinese supporter of the scheme expressed the opinion that a large number of waiters and kitchen staff would be a necessary feature. It was pointed out, however, that the arrangements to be made were subject to the fund allotted by the Government proving sufficient and further discussion of the matter was adjourned pending investigation as to the actual number of waiters and kitchen staff required.

This was all the business before the meeting.

BAIL OF \$10,000.

THE CHARGE AGAINST AN ASSISTANT COMPRADORE.

The case in which Yue Man-hon, assistant compradore of Messrs. Dodwell & Co., Ltd., is charged with having in his unlawful possession one Mauser pistol and one revolver without the permission of the Captain Superintendent of Police was mentioned at the Magistracy yesterday.

When the case was first mentioned a week ago it came before Mr. C. D. Melbourne who remanded the defendant in custody for one week. On that occasion Mr. M. K. Lo appeared to defend. Yesterday when the case was called it had been transferred to Mr. Wood's Court and Mr. Blake, of Messrs. Wilkinson and Grist, appeared for the defence. Mr. T. H. King (Deputy Superintendent of Police) again appeared to prosecute.

Addressing Mr. King, the Magistrate said: Are you asking me to deal with this case summarily, Mr. King?

Mr. King: I think your Worship has an application from the Captain Superintendent of Police asking for the defendant's committal.

Mr. Blake asked for a date to be fixed for the hearing of the case, adding: "I understand Mr. Jenkin will, in all probability, appear in the case."

The question of bail, which was argued at length before Mr. Melbourne, was again brought up by Mr. Blake, and Mr. King took up the same attitude as last week, stating that he was instructed to oppose bail.

The Magistrate: You cannot oppose bail. The defendant is entitled to bail. What amount do you suggest, Mr. King?

Mr. King: I suggest \$10,000.

Mr. Blake: That seems very excessive. The defendant is a well known man in the Colony.

The Magistrate: Can it be found? Suppose I make it \$5,000 cash and two further sureties for the balance. Can he find that? I want to make the bail sufficiently strong.

Mr. Blake: I should have thought \$5,000 security would have been sufficient. I understand there were suggestions of further charges of a more serious nature, but, I do not think your Worship has anything in front of you to show that he is likely to abscond.

The Magistrate: No, I am not concerned with that. Will you consult your client as to bail.

After the consultation Mr. Blake signified his assent to the bail being fixed at the amount suggested.

Bail was fixed at \$5,000 in cash together with two further sureties of \$5,000, and the case was fixed for hearing on Tuesday next.

ALLEGED AMMUNITION.

SMUGGLERS.

FURTHER CHARGE ADDED.

The case in which four Chinese are charged with conspiring to steal 8,452 rounds of ammunition from the s.s. *Farru* was again mentioned before Mr. J. R. Wood, at the Magistracy, yesterday morning. Mr. T. H. King, Deputy Superintendent of Police, prosecuting.

Mr. King announced that Mr. Hall, who had been retained by the third defendant, when the case was first brought into Court, had received no further instructions from defendant.

Mr. Hall, who was present in Court, confirmed this and Mr. King said that he would like to add another charge against the defendants, that of larceny in a ship.

The hearing of the case was fixed for Wednesday morning next.

SINGAPORE LADY'S PLUCKY ACTION.

HOLDS UP ARMED THIEF WITH REVOLVER.

A European lady, named Mrs. A. Lawson, living on Fort Canning Hill, had an exciting encounter with a burglar last week.

At about 10.20 one morning, a Chinese came into the compound and stole a coat which was hanging up. He was caught by the Chinese boy, but nearly succeeded in getting away until the lady of the house came on the scene and assisted the boy to confine the man in the pantry. The lady left the boy to guard him while she went to get her revolver, and when she returned she found that the man had obtained a chopper with which he threatened her. On being told twice to drop it, with the additional persuasion of the revolver, he did so, and the lady kept him in the pantry until her servant returned with the police.

"WHENCE COMEST THOU?"

"FROM GOING UP AND DOWN ON THE EARTH."

An American lady visitor might have feelingly quoted the above paraphrase of Satan's reply (see the first chapter of the Book of Job) when she arrived late at her host's house for tiffin on the May Road level yesterday.

Not knowing her way about Hongkong very well, the lady, though seen safely into a stopping train—the 12.30 p.m.—passed May Road without alighting and was carried to the top. The conductor collected twenty cents extra.

"How annoying," murmured the traveller to herself, "however, I will keep my seat and we shall soon be back again." Alas, the car was a non-stop, and the unfortunate passenger soon found herself once more at the foot of the steep ascent to the desired haven. She paid 30 cents more.

Resolved not to repeat her former mistake, she left that car and took the next. But she made the gambler's error and came off the red too soon. Had she kept her seat this time she would have been "on the winner." Instead, she let that car—the 12.47—go up without her, and took the next—the 12.57 Non-Stop! By this time, as may be imagined, the unhappy traveller was almost ready to throw herself headlong from the car at May Road, but the conductor thoughtfully provided distraction from dangerous thoughts by collecting another 30 cents from her as the tram dashed gaily through May Road Station.

In desperation, and haunted by fears that she was doomed to spend the remainder of her existence between the upper and lower termini, the lady took counsel with a friendly stranger. She was assured that this time, if she kept her seat, she would infallibly descend to the May Road level and stop there. She gratefully took the advice, paid another 30 cents and reached her friend's house, provided with a subject of conversation which lasted all through tiffin.

The 35 minutes' travel cost one dollar and twenty cents.

ARMED ROBBERIES IN CANTON.

ACTION BY THE POLICE COMMISSIONER.

We take the following from yesterday's *Canton Daily News*:

In view of the frequent robberies, especially in the Saikwan district, Mr. Wu Te-chen, the Commissioner of Police, is highly indignant about such outrages. The recent robbery at a certain confectionary shop in Saikwan which resulted in the shooting of several police who gave pursuit to the robbers, has forced Mr. Wu to take active steps to put an end to all such outrages.

The two robbers that were caught by the police in the Saikwan robbery will be ordered to be shot as an example to all those who dare to ignore the law. Great difficulties have been experienced by the police in the carrying out of their duty. Many of the disorderly troops believe that being soldiers they are immune from arrest by the police and often oppose the officers of the law.

Mr. Wu Te-chen has decided to enforce the law and mete out the severest sentence to those who dare to interfere with the police in the carrying out of their duty, irrespective of the offenders' military affiliations.

AN ARMED ROBBERY AT PING SHAN.

An armed robbery, which took place at 8 p.m. on Monday at the Cheong Pong shop, in the Ping Shan district, has been reported to the police.

According to the facts of the case, four robbers landed from a small boat and came across to the shop. They first of all wanted to buy ten piculs of nuts. They were told to come again in the morning. They went back to the boat, but a short time afterwards two of them returned to the shop and tendered 40 cents for cakes. Whilst the shop-keeper was supplying these the two other men walked into the shop and one of them pointed a revolver at the fooki. Later they fired a shot through the roof of the building, with the intention of scaring the inmates into submission. The master was bound and gagged and later taken away in the boat presumably for the purpose of ransom. The robbers ransacked the place and got away with a large amount of property, the value of which is not known at the present moment.

NEW SEASON'S TEAS

Ceylon Orange Pekoe (full flavour) .. per lb. \$1.10

Breakfast Blend (strong, rich flavour) .. 1.00

Foochow, Cumshaw Blend (choice quality) .. 90

Hankow, Pare China (very choice) .. 1.00

Teas sent to England

(Including Postage & Duty)

Ceylon .. 5 lb. box \$10.50

Foochow .. 5 catty 12.00

Hankow .. 5 .. 13.50

LANE, CRAWFORD, LTD.

COTY'S

Parisian Perfume Essences.

Emeraude, Origan,
Ambre-Antique,
Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA DANCE RECORDS

3283 (BOSE OF RIOGRANDE, Fox-Trot)	3288 (WHEN WILL I KNOW, Fox-Trot)
(DUMBELL)	(DEAREST)
3284 (BY THE SHALIMAR, ...)	3291 (HAVE VENETIAN MOON)
(WITHOUT YOU)	(HAVE YOU FORGOTTEN ME?)
3285 (CHINA BOY, ...)	3289 (BUILD A STAIRWAY TO PARADISE)
(MY BUDDY)	

ANDERSON'S

TEL. C. 1322.

Wm. Powell Ltd.
TELEPHONE C. 348.

FRENCH SILK FOULARDS

NAVY AND WHITE
BLACK AND WHITE

BROCADED

CREPE-DE-CHENE

IN A PRETTY RANGE OF COLOURS

SATIN CHARMANTE

IN THE LATEST COLOURINGS.

NEW ADVERTISEMENTS

A NIGHT SWIMMING FETE

will be held at the
VICTORIA RECREATION CLUB
on
SATURDAY, the 25TH INST.,
commencing at 8 o'clock.

Band in attendance.

Admission: \$1.00. Members: Sailors, and
Soldiers 30 cts. Reserved Seats \$1.50.

[1188]

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE M/S

"AFRIKA"

having arrived. Consignees of Cargo are
hereby informed that all Goods are being
landed and placed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., where delivery can be
obtained as soon as the goods are landed.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 31st of August, 1923,
will be subject to rent.
All broken, chafed and damaged Goods are
to be left in the Godown, where they will be
examined by Messrs. Goddard and Douglas on
the 31st August, 1923, at 10 a.m.
All Claims against the vessel must be
presented to the undersigned before the 3rd of
September, 1923, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 24th August, 1923. [1189]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"MANTUA."

ARRIVED HONGKONG ON 23RD AUGUST, 1923.

FROM ANTWERP, LONDON, MALTA,
PORTSAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consignment
will be sorted out mark by mark and delivery
can be obtained as the Goods are landed.
Optional goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the steamer.
Goods not cleared within 8 days, including
date of arrival will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. Goddard &
Douglas, at 10 a.m. on Mondays
and Thursdays.
All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godown.

MACKENZIE & CO.,
Agents.

"Hongkong, 23rd August, 1923." [1200]

HUMPHREYS ESTATE & FINANCE
CO., LTD.

NOTICE IS HEREBY GIVEN THAT
Certificate No. 2914 for 20 Shares
numbered 53303 to 53332; Certificate No. 4817
for 25 Shares numbered 99851 to 99875; and
Certificate No. 4820 for 8 Shares numbered
2403 to 2410 all registered in the Name of
GEORGE HOYES have been LOST or DES-
TROYED, and should these Certificates not
be produced to the Company before the 15th
DAY OF SEPTEMBER, 1923, New Certificates
for the said Shares will be issued and the old
Certificates will thereafter be held by the
Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th August, 1923. [1175]

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE
DOLLAR (\$1.00) per Share for account
1923 will be payable on THURSDAY the
23RD AUGUST, 1923.
Shareholders are requested to apply for
Dividend Warrants at the Company's Office,
St. George's Building, Hongkong.
The TRANSFER BOOKS
of the Company will be CLOSED from TUESDAY,
the 14TH AUGUST, 1923, to THURSDAY,
the 23RD AUGUST, 1923, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.

[1146]

THE KOWLOON HOTEL
HANKOW ROAD.

OPENING 1ST SEPTEMBER.

FIRST Class and Most Up-to-date
Residential and Tourist Hotel. Six
Stories of Commodious Large and Airy Rooms
with every Modern Appliance. Elevator to
Every Floor and to Roof Garden. Hot and Cold
Water. Electric Lights, Fans and Bells through-
out. Exceptionally Well Ventilated Bar and
Billiard Rooms. Moderate tariff and most
Excellent Cuisine supervised by Experienced
Chef. Monthly and Family Rates can be
arranged at Most Reasonable Terms.
For Terms, apply to
Mrs. J. BLAKE,
Manageress.

[1113]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATE CO.

SHARE AND REAL ESTATE CO.

No. 9, Des Vaux Road,
2nd Floor.

Telephone No. C. 4308. [1107]

INTIMATIONS

LAND AT KOWLOON FOR SALE.

FOR SALE by Private Treaty, VALUA-
BLE LAND AT KOWLOON, with
Sea Frontage, having a Total Area of
Upwards of 87,000 Square Feet upon which
are erected Godowns and four Chinese Houses.
For Particulars apply to
JOHNSON, STORES & MASTER,
Solicitors,
1193] Prince's Building.

REPUBLIQUE FRANÇAISE

GOUVERNEMENT GENERAL DE
L'INDO-CHINEAPPEL D'OFFRES
(LOCATION)

LE GOUVERNEMENT GENERAL DE
L'INDO-CHINE française recevra des
offres de l'immeuble qu'il possède à Sham-
Canton (ancien Bureau des Postes), com-
prenant:

1°—Un vaste bâtiment à étage situé sur le
quai, à l'intersection de la rivière de Canton et
du canal qui sépare la Concession française de
la cité chinoise, composé au rez de chaussée de
sept pièces dont une de 15 mètres sur 7 mètres
et à l'étage de sept pièces, d'un office et d'un
cabinet à toilette.
2°—des dépendances composées au rez-de-
chaussée de 2 cuisines et de 3 petites chambres;
au premier étage de 3 chambres de boys.
Les offres de location seront reçues au
Consulat de France à Canton, jusqu'au 20
Septembre à 5 heures de l'après-midi.
Canton, le 10 Août 1923.
Le Consul de France,
G. GOUBULT.

[1168]

REPUBLIQUE FRANÇAISE

GOUVERNEMENT GENERAL DE
L'INDO-CHINE FRANÇAISEAPPEL D'OFFRES
(ACHAT)

LE GOUVERNEMENT GENERAL DE
L'INDO-CHINE française recevra des
offres d'achat de l'immeuble qu'il possède à
Sham- Canton (ancien Bureau des Postes), com-
prenant:

1°—un vaste bâtiment à étage situé sur le
quai, à l'intersection de la rivière de Canton et
du canal qui sépare la concession française de
la cité chinoise, composé au rez-de-chaussée de
sept pièces dont une de 15 mètres sur 7 mètres
et à l'étage de sept pièces, d'un office et d'un
cabinet à toilette.
2°—des dépendances composées au rez-de-
chaussée de 2 cuisines et de 3 petites chambres;
au premier étage de 3 chambres de boys.
3°—le terrain sur lequel sont édifiés ce
bâtiment et ses dépendances, d'une superficie
de 881 mètres carrés environ, inscrit sous le
No. 6 du plan cadastral, le 15 terrain d'état
par le Gouvernement Général de l'Indochine en
vertu d'un décret ministériel qui prendra fin
le 29 Juin 1928.
Les offres d'achat seront reçues au Consulat
de France à Canton jusqu'au 20 Septembre
1923 à 5 heures de l'après-midi.
Canton, le 10 Août 1923.
Le Consul de France,
G. GOUBULT.

[1165]

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly
every week for 52 weeks a copy of any
British Weekly Newspaper, such as: Lloyd's
People, Tit Bit, Pearson's, etc., etc., etc.
Hundreds of papers on our Big List mailed free.
A different paper sent weekly, or the same
publication for 52 weeks. 13/- pays for a year's
subscription including postage. Most unique
and up-to-date service, greatly appreciated by
members throughout the Empire.

Send 13/- to-day to

PERIODICAL POSTING CO.,

PLYMOUTH, ENGLAND. [1761]

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TO BE LET, Furnished, from the 1st Nov-
ember for 3 months or possibly longer,
a FIVE-ROOMED HOUSE on BARKER
ROAD, PEAK, close to Train Station, with Tennis
Court and Garden.
Apply Box B.C.D. "c/o Hongkong Daily
Press." [1176]

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OFFICES in UNION BUILDING—Four
Rooms on Fifth Floor.

Apply

UNION INSURANCE SOCIETY
OF CANTON, LTD.

PREPAID "WANTED"

ADVERTISEMENTS

Letters are lying at this Office for
Boxes—XS. and No. 1150, 979.

FOR Disposal at Cost Price. One unopened
Tin Sutton's Flower and Vegetable
SEEDS 22/45. Apply Box Y.D. "c/o
Hongkong Daily Press." [125]

TO LET—ONE OFFICE ROOM in
Prince's Building. Apply HARRY
WICKING & Co. [124]

TO LET—New First Class EUROPEAN
FLATS, Concrete and Teakwood Floor-
ing, Facing South, in Jordan Road, Yau-mat,
Garage for Private Motor Cars with Caretakers,
at 108, Wusung Street, near Jordan Road.
Apply 87, Jordan Road or Phone K. 378. [123]

TO LET—EUROPEAN FLATS in Lee
Building, Wanchai Gap Road. Apply
to 32, Kennedy Road. [186]

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY
PRESS" have been removed to 1A,
CHATER ROAD (2nd floor), to which Address
all Correspondence should be directed.
Hongkong, 16th July, 1923.

SAFE, Sure and Guaranteed Cure for
Leprosy, Lascoduma, Patches, Marks,
Eruptions, Pimples, Eczema, etc., in Four
Weeks. Patients willing to be treated by Post
are requested to write. Rs. 7 to 8 (\$3.50) Per
Week. Full particulars Free under cover.
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Organizations and Private Individuals with a
complete World Wide Banking, Shipping and
Travel Service.

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PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and
Travel Transaction.

P. J. VANHECKE,
Manager.

RUSSO-ASIATIC BANK.

Capital (Fully-Paid) ... 55,000,000

Reserve Fund ... 25,980,000

Capital Contributed by the ... 3,500,000

Chinese Government ... 1,750,000

Reserve Fund ... 1,750,000

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LONDON OFFICE:

64, Old Broad Street, E.C.2.

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LONDON: Messrs. Glyn, Mills, Currie & Co.

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Développement du Commerce et de l'Indus-

trie en France.

PARIS: Société Générale pour Favoriser le

Développement du Commerce et de l'Indus-

trie en France.

BANQUE DE PARIS et des Pays-Bas.

LYONS: Société Générale pour Favoriser le

Développement du Commerce et de l'Indus-

trie en France.

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Interest allowed on Current Accounts and

Fixed Deposits. Terms on application. Local

Bills discounted.

Foreign Exchange on the Principal Cities of

the World bought and sold.

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Manager.

[637]

P.O. BANKING CORPORATION
LIMITED.

(Incorporated in England 1920)

with which is affiliated

THE ALLAHABAD BANK, LTD.,

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AUTHORIZED CAPITAL ... 25,000,000

SUBSCRIBED AND PAID UP ... 22,594,150

RESERVE FUND ... 2,115,000

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The Corporation undertakes General Banking

and Exchange Business of every description and

in addition to its Branches has Agencies in all

the principal Cities of the world.

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Manager.

22, Des Vaux Road Central, Hongkong.

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COPENHAGEN.

THE M/S

"J A V A"

having arrived. Consignees of Cargo are

hereby informed that all Goods are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong & Kowloon Wharf and

Godown Co., Ltd., where delivery may be

obtained as soon as the goods are landed.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-
ing undelivered after the 30th of August, 1923,
will be subject to rent.
All broken, chafed and damaged Goods are
to be left in the Godown, where they will be
examined by Messrs. Goddard &
Douglas on the 30th August, 1923, at 10 a.m.
All Claims against the vessel must be
presented to the undersigned before the 2nd
of September, 1923, or they will not be
recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

[1198]

INTIMATION

JOHN DEWAR
& SONS, LTD.
PERTH, SCOTLAND.

By Royal Appointment
to His Majesty
The King.

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND

PRIZE MEDALS.

THE VICTORIA VAT

The very finest old

SCOTCH WHISKY.

As supplied to the Houses of

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The Daily Press.

HONGKONG, August 24th, 1923.

ANOTHER CLAIM ON THE

BOXER INDEMNITY.

NEARLY twenty years ago Sir ROBERT

Ho Tung publicly made the suggestion

that, in the interests alike of the Foreign

Powers and the Chinese people, the

Powers should devote the Boxer In-

demnity to Railway construction in

China. If that suggestion was ever

seriously considered by the Powers it

was certainly not adopted, and China

remains to-day the most backward coun-
try in the world as far as internal com-
munications are concerned. She has, all
told, but 7,173 miles of railway to serve
territories measuring upwards of 4,278,000
square miles, and it may be added that
the mileage of good roads in China is
almost as negligible as that of the rail-
ways. We were led to expect great
developments in these directions when
the Revolution took place and a
Republic was born to establish in
China "government of the people
by the people and for the people."
The grandiose reform programme formu-
lated by Dr. SUN YAT SEN contemplated
the construction of 100,000 miles of rail-
ways and a million miles of good roads.
Manifestly the programme expresses a
great need, but how far has it been met
during the eleven years that China has
enjoyed the blessings (!) of Republican
Government! In all that time only 1,353
miles of railway have been constructed,
and to-day we do not know that railway
construction is actually in progress in
any part of the country. On the contrary,
what is taking place is the rapid de-
terioration of practically all the existing
lines.

The construction of highways—cr
"motor-roads" as they are frequently
called—has been promoted during the
past few years by a Society designated
"The Good Roads Movement in China,"

having its headquarters in Shanghai, but
its activities have evidently been restrict-
ed by want of funds, and we have re-
cently received from it a long printed
statement in the nature of an appeal for
a portion of the Boxer indemnity to be
devoted to the purpose of road construc-
tion. It is suggested that the Powers
should assign 40 per cent. for educational
purposes, 20 per cent. for charitable
institutions, and the remaining 40 per
cent. for the work of road construction
which is described as "so essential to
the progress of a nation just learning to
stand on its own feet." It is suggested
that China's most urgent need in this
connection is a "national road from the
Capital to the north-western provinces,
and another running north-east, through
Jehol and Taonan to Tsitsihar. But the
latter, if not the former, is evidently
conceived more from the point of view
of national defence than from considera-
tions of affording better trade facilities,
which is the only reason likely to make
any appeal to the Foreign Powers whose
interests in China are entirely commer-
cial. We may add that the authors of
the statement regard the central and
southern part of China as being so well
served with navigable rivers that "the
work of highway building might be de-
layed" without "inconvenience" to com-
munications and the development of the
country." It is a statement hardly justi-
fied by the facts.

Though Great Britain, France and
Japan, following the example set by
the United States, are prepared to ex-
pend the remaining instalments of the
Indemnity in a manner deemed to be
mutually beneficial to the interests of
China and themselves, we do not know
that either of these Powers has yet
definitely decided on the method by which
this purpose is to be accomplished,
except, in a general way, that each is
definitely committed to the idea of the
money being spent on education. There
is little likelihood, we think, of united
action, though one Power is certain to
be influenced by what the other does.
It is a foregone conclusion that neither
of them will be disposed to devote any
part of the proceeds to the support of
Chinese charitable institutions, and we
doubt whether the "Good Roads Move-
ment" is likely to derive any support
from this fund, especially while China
still lacks municipal or county authorities
that can guarantee the efficient main-
tenance of highways when they have been
constructed. In any case the construc-
tion and maintenance of proper highways
in China, as elsewhere, is clearly the
elementary business of the municipal and
county authorities.

Some little time ago a man—a white
man—arrived in the Colony and went
to stay at a well-known boarding house. He
looked prosperous and "good for any
amount." He was well-groomed, and be-
lieved just like a man who had been let
a legacy. Amongst other things he had a

(CABLES.)

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
FRENCH REPLY.
LONDON PRESS COMMENT.

LONDON, August 23rd.
The morning papers generally agree in paying a tribute to the friendly tone of the French Note, but the phrase "Poincaré gives nothing" sums up the bulk of the comment.

The *Times* says frank declarations are a definite advantage, as clearing the air, but it must be admitted the differences between the British and French points of view are still very great. Nevertheless it is earnestly hoped that plain speaking will point the way to a settlement.

The *Daily Telegraph* declares that the Note leaves things precisely as they were, and indicates no approximation to common ground on which Britain and France can hope to renew deeply desired united action.

The *Daily News* is of opinion that the reply does not carry the world any nearer a solution, nor does it point the way to rescue Central Europe from ruin. If Poincaré forgets nothing he admits nothing and proposes nothing, he has not proposed, less urbanely already.

The *Daily Chronicle* concludes that the Note has ended hopes of common action as it does not contain a basis for discussion. It hopes Great Britain will not be drawn into endless controversy. The worst result would be if we neither settle quickly nor part.

The *Daily Mail* alone takes a favourable view. It declares that the Note gives Great Britain a great opportunity to reach a closer understanding whereby the mischief of the past three years can be undone and peace restored.

The *Daily Express* profoundly regrets that the French have met the British proposals in a spirit of inflexible obduracy. M. Poincaré asks for everything and gives nothing. The British Government must now turn back on Europe and leave Europeans to stew in their own juice. Great Britain's future resides in the dominions and colonies.

The *Westminster Gazette* thinks the reply brings Britain a great opportunity to reach a closer understanding whereby the mischief of the past three years can be undone and peace restored.

The *Morning Post* says it is clear that a common formula has not been reached, but it is to a heart-to-heart talk between Mr. Baldwin and M. Poincaré rather than an exchange of Notes that we must look for a statesmanlike attempt at settlement. The crux of the situation is that the first step towards a solution lies in a cessation of passive resistance.

The *Daily Herald* says the Note proves beyond dispute that the French Government remains where it was. Its policy is one of "no change." M. Poincaré's reasoning at points is extrinsically unsound and as a whole utterly unconvincing.

FIGHTING IN MOROCCO.

TRIBESMEN HEAVILY DEFEATED AT TIFARAUI.

MADRID, August 23rd.
The enemy are hardpressed and demoralised at Tifaraui, but the Spanish columns will remain encamped in the neighbourhood in case of a resumption of the enemy offensive.

The total Spanish losses at Tifaraui are approximately 300 killed and wounded.

Enthusiasm is displayed in Spain at the relief of Tifaraui.

EARLIER CABLES.**SPANISH LOSSES.**

MADRID, August 22nd.
The Spanish losses at Tifaraui were one officer, 48 Spanish soldiers and 30 native troops killed, and, three, officers wounded.

MADRID, August 22nd.
Spanish reinforcements reached Tifaraui, inflicting severe punishment on the rebels.

GERMAN REPARATIONS.

FRENCH REPLY TO BRITISH NOTE.

LONDON, August 22nd.

In the annex to the French reply to the British Note, it is stated that France never suggested that she would abandon the Ruhr immediately passive resistance ceased and before payment was completed. France refuses to accept the threat of an appeal to the League of Nations. The British view of the inter-Allied debts does not accord with French interests, because under these the Allied debtors of Great Britain would have to make good what Germany has failed to pay of Great Britain's debt to the United States, which, France contends, is practically identical with Great Britain's share of the A. and B. bonds. If the British Cabinet is unable to accord priority with respect to reparations, France will be forced to rigorously adhere to the treaty figures. France ardently desires peace, but the restoration of Europe is impossible except by the observance of the treaties. France is conscious of loyalty to her engagements to the Allies and is resolved never to disown them.

AN AMPLIFICATION OF THE CABLE SUMMARY.

PARIS, August 22nd.

The general statement is made that the legality of the occupation of the Ruhr is justified by the Treaty, by the Spa Protocol of July, 1920, the London Declaration of March, 1921, and the ultimatum of the Supreme Council of May, 1921. Nevertheless, the German Government affects to regard the occupation as an act of hostility, and organised not passive but active violent resistance. Therefore, the cessation of resistance is a necessary antecedent to any further conversation with Germany. Resistance is not merely contrary to the treaty, but is contrary to the interests of Germany, for whom it is growing more costly than free compliance with her obligations. The occupation of the Ruhr will be modified when resistance ceases, but it will continue under very different conditions subject to progressive evacuation proportionately to her payments.

The Note reiterates that France has no political annexationist aims, and does not desire to remain in the Ruhr longer than is necessary. The time when payment is made depends upon Germany's own will.

The Note gives an instance of the rapidity of Austria's recovery when Austria decided to make the effort. To ask France to act differently is tantamount, in Mr. Lloyd George's words of March 21st, to the vanquished reaping the fruits of victory.

The Note denies that the French claims are of a nature to crush Germany. France has advanced huge sums on Germany's account and cannot suspend the work of reconstruction nor continue it indefinitely at her own expense. France, who never repudiated her war debt to America or England, is herself a creditor of the other Allies to the extent of between five and six milliards of gold Marks.

France insists that the framers of the Treaty considered that the damages to persons and property should be given priority over war debts. To estimate Germany's capacity to pay at the very time when she has succeeded in momentarily bankrupting herself would be equivalent to rewarding fraud to enable her to make a fresh start and soon flaunt triumphant prosperity in the face of her needy creditors.

The Note points out that France and Belgium hold 60 per cent. of the Allied claims on Germany, and therefore, if the question is to be regarded as a merely business matter, what would be said of a company in which the holders of 60 per cent. of the shares might be put in the minority by the holders of 20 per cent.?

The Note concludes with the statement that Great Britain will be the first to realise that to pay her debt France must recover her taxable capacity and be in a position to meet the German competition. "It is doubtless to England's interest that Germany should recover, but certainly it cannot be to England's interest that France should be debased."

FRENCH SATISFACTION.

PARIS, August 22nd.
There is a solid feeling of satisfaction in political circles regarding the matter and form of Premier Poincaré's Note, and the development of events is awaited with confidence.

The opinion prevails that the absence of recognition will facilitate a continuance of the negotiations.

The evening papers describe the Note as friendly, moderate and clear.

The *Journaux des Débats* says that while there is nothing in the Note to render the *Entente* more difficult, there is nothing that facilitates it.

Le *Temps* hopes that Great Britain will now explain how she wishes to be paid.

ANOTHER RECORD GLIDER FLIGHT.

PARIS, August 22nd.

In the tests for motor-assisted gliders at Vauvise, Barbot flew for 5 hrs. 4 mins. 2 secs. The distance flown was 212 kilometres. Barbot thus "provisionally" wins the Droyfus Cup for the longest circular non-stop flight.

FOOTBALL.**SCOTTISH LEAGUE.**

SYDNEY, August 22nd.

In the Scottish League, Lanark were defeated by Morton by two goals to nil.

CHINESE TEAM IN AUSTRALIA.

In the match China v. Granville the game resulted in a draw with two goals all.

[Granville is a railway junction town about 12 miles from Sydney, with a population of about 8,000.]

EARLIER CABLES.**BOXING.****FIRPO-WILLS CONTEST.**

NEW YORK, August 22nd.

The manager of Wills declares that Wills will not fight Firpo unless the latter defeats Dempsey.

BERLIN TRAM SERVICE.

LOSSES IN RUNNING LEAD TO SUSPENSION.

BERLIN, August 22nd.

The Municipality has decided, in consequence of the enormous losses of the tramways, to suspend the services and dismiss the employees, whilst making the utmost effort to resume as early as possible.

REYNOLDS' PORTRAITS.**RECORD PRICES.**

LONDON, August 22nd.

The record price of over £100,000 was paid for two portraits by Reynolds from Lord Glenconner's collection.

It is stated that the portraits are going to America.

FRANCE AND THE SOVIET.

RIGA, August 22nd.

A message from Moscow states that the French Senator, M. Demonce, is touring Russia. He has conferred with M. Chicherin several times during the past few days.

FRANCO-SOVIET RELATIONS.

RIGA, August 22nd.

A message from Moscow states that the French Senator Demonce, who is touring Russia, conferred with M. Chicherin several times during the past few days.

RUSO-PERSIAN TELEGRAPH.

RIGA, August 22nd.

A message from Moscow states that the Soviets have appropriated 165,000 gold roubles for the purpose of renewing telegraphic communication with the Persian frontier via Kislarwat, Polteratsk and Gaudan.

U.S. COAL STOCKS.

WASHINGTON, August 22nd.

According to a Government survey in connection with the threatened strike, the national stocks of coal will suffice to supply national requirements over four months.

HERR HAVESTEIN'S RESIGNATION DENIED.

BERLIN, August 22nd.

It is officially denied that Herr Havestein has resigned.

PAN-PACIFIC CONGRESS.

MELBOURNE, August 22nd.

The Pan-Pacific Congress has been concluded.

The members have proceeded to Sydney.

REICHSBANK PRESIDENT.

BERLIN, August 22nd.

It is officially denied that Herr Havestein, the President of the Reichsbank, has resigned.

A sensational discovery of hidden war material has been made by the Inter-Allied Military Commission of Control in Hungary. Acting on information received, they visited a forest between Alsó-Balla and Felső-Balla, which was guarded by sentries. In pits vast quantities of hand grenades and shells of all calibres were found. In all some 80,000 shells were counted.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANOTHER PRIEST KIDNAPPED BY BANDITS.

PEKING, August 23rd.

Bandits have captured a French priest in the Taitai district.

THE SUNKEN JAPANESE SUBMARINE.

LONDON, August 22nd.

The *Times* says it is believed that the Japanese submarine which was sunk at Kobe was insured on the London market, while under construction. The vessel was insured to a value exceeding £250,000 by London insurance interests. This sum is likely to be widely spread among Lloyd's underwriters and the insurance companies.

JAPANESE NAVAL SCRAPPING PROGRAMME.

TOKYO, August 22nd.

The naval scrapping programme, in accordance with the Treaty, is to be completed forthwith, according to an announcement by the Navy Department.

POLICING OF CHINESE RAILWAYS.

TOKYO, August 22nd.

The Government are at present deliberating upon the proposal of Great Britain for the policing of the Chinese railways, after which instructions will be sent to Mr. Yeshizawa, the Japanese Minister at Peking.

Meanwhile the proposal, as approved by the Committee, is attracting attention in the Press, of which the *Jiji* alone supports the proposal, declaring that some such steps are necessary to ensure the proper protection of foreign residents in China.

TEA EXPORT TAX.

SHANGHAI, August 22nd.

The Association of Tea Merchants of Shanghai have telegraphically requested that the period of exemption from the export tea tax, which expired on August 15th, be extended for a period of three years.

PILGRIMAGE OF ANGLO-CATHOLICS.

SEVENTEEN DAYS IN PALESTINE.

A pilgrim ship, carrying an English bishop and between two and three hundred Anglo-Catholics, is to leave Marseilles next Easter for the Holy Land. The arrangements for the pilgrimage were completed during the Anglo-Catholic Congress held in London last month.

"We are hoping," said Father Child, of Pusey House, Oxford, in an interview, "that this congress is going to give us an outlook beyond the Church of England, but it will be a company, not of tourists, but of pilgrims, who will leave Marseilles in a ship specially chartered for them. We propose to pass seventeen days in the Holy Land, visiting Jericho, the Jordan, Nazareth, and the Sea of Galilee. We are going to walk from Jerusalem to Bethlehem, and we hope to receive the prayers and blessings of the patriarchs of the East and West."

"Catholic pilgrims from France are once more visiting the Holy Land in large numbers. Today England has a great responsibility to Palestine. Her forests and those of her Dominions have freed the Holy Land from the bondage of the Turk, and we feel that England's Church cannot any longer afford to remain dumb and continue to ignore the Holy City, Jerusalem, the mother of all true Churches."

BULLFIGHTING IN SPAIN.

A DECADENT ART.

AVOIDABLE CRUELTY.

[BY "TIMES" MEDICAL CORRESPONDENT.]

The undiluted fests of bullfighting, like other beloved traditions in Spain, is passing through a crisis which has two distinct aspects, the artistic and the economic.

The Englishman who wrote nearly a decade ago in *The Times* (Soville, April 14th, 1914) that bullfighters as men "are undoubtedly magnificent, and their splendid did-trappings are none too fine for their admirable bodies." Five citizens for a State, these, of whom any country might well be proud; hard-trained men, with brains packed in ice, and nerves, eyes, and muscles all working surely and harmoniously, would be struck by the difference in physique of the *torero* of to-day. Bullfighter's consumption, a disease which is better described than explained, brings men to the ring who have not the strength to carry the weight of the gold embroidery of the classic *traje de caules*, and who adorn their coats with paint instead of gold and silver braid.

All who have come into touch with *toreros* will know what a part superstition plays in their lives; and, indeed, it would seem that *malosombra*, the Black Shadow, has pursued the *festa* of recent years, depriving it of José, the Pope-King of *toreros*, killed at Talavera in 1920, and of Vardito and Gracioso, killed during 1922. The golden rule took Belmonte, the Colossus, to America and gave him in a couple of seasons the fortune that is one of the greatest inducements to the career of a *torero*, as well as the greatest enemy to it, *la Afición* (the sport) when attained, for once a bullfighter has made his pile his wealth and his family generally make good their claims upon his life. Now Sanchez Megias has retired. Before cutting off his pigtail (the ceremony by which a *torero* closes his career) he killed, alone, in one fight, seven Salamanca bulls. To kill three bulls is considered a full day's work. And the style and art exhibited by José, the brother-in-law that bleak autumnal day, in the provincial ring at Avila, demonstrated that a great *torero* was retiring at the height of his faculties. A statement of Sanchez Megias made throws much light upon the present state of affairs: "I feel lonely and out of place," he said, "at a festival in which I throw the full fervour of my soul and the stress of my body. I am discouraged in the unequal struggle in which the least dangerous enemy is the *toro*!"

RIVALRY OF FOOTBALL.

The adversaries of bullfighting (and there are some in Spain) affect to see in the rapid favour which football has found of recent years, a displacement of public sympathy towards a less sanguinary sport. Even in Seville, the home of tauromachy, football is scoring and this year in the programme of the famous Fair the hitherto most important events, the three great bullfights, have been put back a day to make way for a football match, an insult *la Afición* is not likely to forget. What the issue of the struggle may be only time can tell. It is certain, however, that the bullfight will not succumb without a gallant struggle. Its roots cling too deeply round the Spanish heart. The brave show of the *caudillo* (sumo), as it marches into the ring to the sound of the trumpet, and disperses to its stations; the hush that precedes the uncontrollable about that accumulates the bound the free bull makes into the arena; the staturesque attitudes of each and all of the *toreros*, the *peon* (pawn or assistant) with his cloak, the *picador* (pike-man) on horseback, the *banderillero* (dartman); the supreme ordeal of the *capa* (the sword—that is to say, the *caudillo*), killed, as the "horror of truth" draws near, when there can be no pretence and only agility and courage, aided by science, can avert a tragedy, overcome brute force, and make the enemy bite the dust; all these divers aspects of the fight that is also an incomparable spectacle appeal too strongly to the emotions of the full-blooded nature child the Spaniard still is for their spell to pass even in a generation.

CRUELTY OF THE RING.

Like all sports that have become industrialized bullfighting is paying its tribute to trade unionism, or *Sindicatismo* as it is called in Spain. Unions of *dartmen*, *pickmen*, and *peons* have fought for rises in salaries so vigorously that the old-fashioned composition of a *caudillo* in which the matador collected a group of trusty retainers who travelled everywhere with him, very often for many seasons, has been destroyed. Now the syndicates govern the conditions in the ring even to the point of forbidding its use to a successful troupe of comic *toreros* who perform amusing stunts of all sorts on animals that are little more than calves.

The years go by and one waits in vain for some practical expression of public commiseration or condemnation of the great cruelties practised in the ring that might be mitigated without detriment to the sport. However brilliant the performance, the sight of the horses, dismembered or otherwise terribly wounded, enacting across the arena must always be lurid and disgusting. A recent police regulation orders that the dead bodies of horses lying in the ring shall be covered up with a cloth held in position by weights. This is the only, somewhat curious, concession made to those whom the sight of the mutilated carcasses appears to offend, strange to say, more than the suffering inflicted itself. The use of a mechanical horse has been suggested, but would probably be impracticable. The best solution of the problem would appear to be a return to the ancient custom of giving the *picador* a serviceable mount, protected by a modern quilted coat. The bull must be chastised by the pike to get him into condition for the other phases of the game, but the pike should meet the bull's shoulder before his horns touch the ground.

(Continued at foot of next Column.)

MENTAL DISEASE.

ITS RATIONAL TREATMENT.

The need of a more enlightened view of mental disorder and of its treatment as a preventable and remediable disease was urged at a meeting held at the Caxton Hall, London, on July 13th, under the auspices of the newly formed National Council for Mental Hygiene. Sir Corlauld Thomson, who presided, was supported by Viscount Burnham, Sir Maurice Craig (the well-known neurologist), Mr. Clifford Beers, and others.

Mr. Clifford Beers, founder in America of the National Committee for Mental Hygiene, gave a striking address from the point of view of one who had experienced the ordeal of a mental breakdown. He is, of course, well known by reason of the frank recital he gave of his experiences in the book "A Mind that Found Itself." His object in writing the book, he told the gathering, was to induce people to view mental trouble in a more sensible way. Frankness was essential in the case of one who was going to preach that doctrine. The stigma and disgrace attaching to mental disease to-day was the thing that was most hindering the progress of the movement. If the public were to take a rational view of the matter the traditional feeling with regard to asylums and institutions in which the insane were cared for would have to be changed. It was changing rapidly in all civilised countries, and Mr. Beers told how, a highly-strung youth at Yale University, who was haunted for years with the fear, inspired by his brother's epilepsy, that he would develop definitely to kill himself rather than live an epileptic sufferer, subconsciously had thought that a thousand times. But he had never mentioned the matter, and the result was that when the crisis came the physicians knew nothing of it, and nothing had been done to protect him against himself. Suicide was another thing that carried stigma and disgrace, but probably two-thirds of the cases were due to ignorance on the part of the physician and neglect of society to care for the sufferer. Two-thirds of them were mental cases and a high proportion were preventable. In the United States there were 10,000 to 15,000 people every year who killed themselves; this sort of thing would continue until mental clinics were in general operation. Tens of thousands of people would not break down mentally if they got early advice. It was untrue that people mentally disordered did not know what was going on around them. All save a small minority did know, and they were entitled to the best of care. Improved conditions in the mental hospitals were necessary, and they wanted to get public opinion into the frame of mind to spend more money on the care of the insane. In the United States there were 250,000 insane patients in hospitals, and 50,000 entered each year. It cost from \$50,000 to \$75,000,000 to care for them, and much of this great outlay could be saved by adequate preventive measures. The problem of crime, said Mr. Beers, was largely a matter of mental hygiene, and he spoke hopefully of the measures that were being taken to tackle it by the study and prevention of juvenile delinquency.

Sir Maurice Craig paid tribute, amid cheers, to the high moral courage of Mr. Beers in using his own experience for the benefit of others. People mentally disordered ought to receive treatment at least equal to that of patients in physical hospitals, and they should be able to get treatment at clinics at an early stage. The whole trouble in the past had been that they had said to them, "I can do nothing for you until you have become insane, and then I can look after you, may be, for the rest of your life." That was a disgrace to the individual; it was a disgrace to the country; and they must get it altered. (Cheers.) They must remove all the stigma attaching to mental disorder. In physical medicine it had been long recognised that it was better to prevent than to remedy, and they must carry the same principle into effect in the treatment of mental disease. They must begin in childhood. Often some unhappiness at home, some defect of upbringing, some over-pressure in education in childhood led to downfall later. The country could put its money into nothing better than child clinics.

the horse, and the picador should not, as is now the case, throw the horse as it were on to the bull's horns before bringing his pike into play. It is true that the picadors are handicapped by the sorry backs they are given. The sight of an already wounded, terrified horse being beaten into position by a man on foot armed with a long cane, on the off side of the unfortunate beast, is degrading and should be forbidden. Of the secret horrors perpetrated in the stables of the ring upon wounded horses who are patched up for further service instead of being destroyed the public hears nothing.

Burning the bulls is another practice that is pure savagery. If a bull is too tame to be run he should be removed by oxen (cabestros) and another substituted. Instead for reasons of economy he is ordered to be fired (fogged). This consists in darts being placed in his shoulders containing an inflammable paste, which is ignited by the action of pushing the darts home. This paste, burning fiercely, flows over the bull's already lacerated shoulders, grilling the flesh. These *banderilleros* de fuego take a couple of minutes to burn out, minutes of intense agony for the bull, who writhes and twists, shrieking rather than bellowing, under the torture. Just as a coward by nature cannot be driven to show courage, a bull that has not the true fighting instinct cannot be driven to bravery, and the remainder of the "fight" until such an animal is eventually killed is usually dreary, uninteresting butchery, during which the crowd keep up a steady stream of invective and abuse of the bull and his ancestry.

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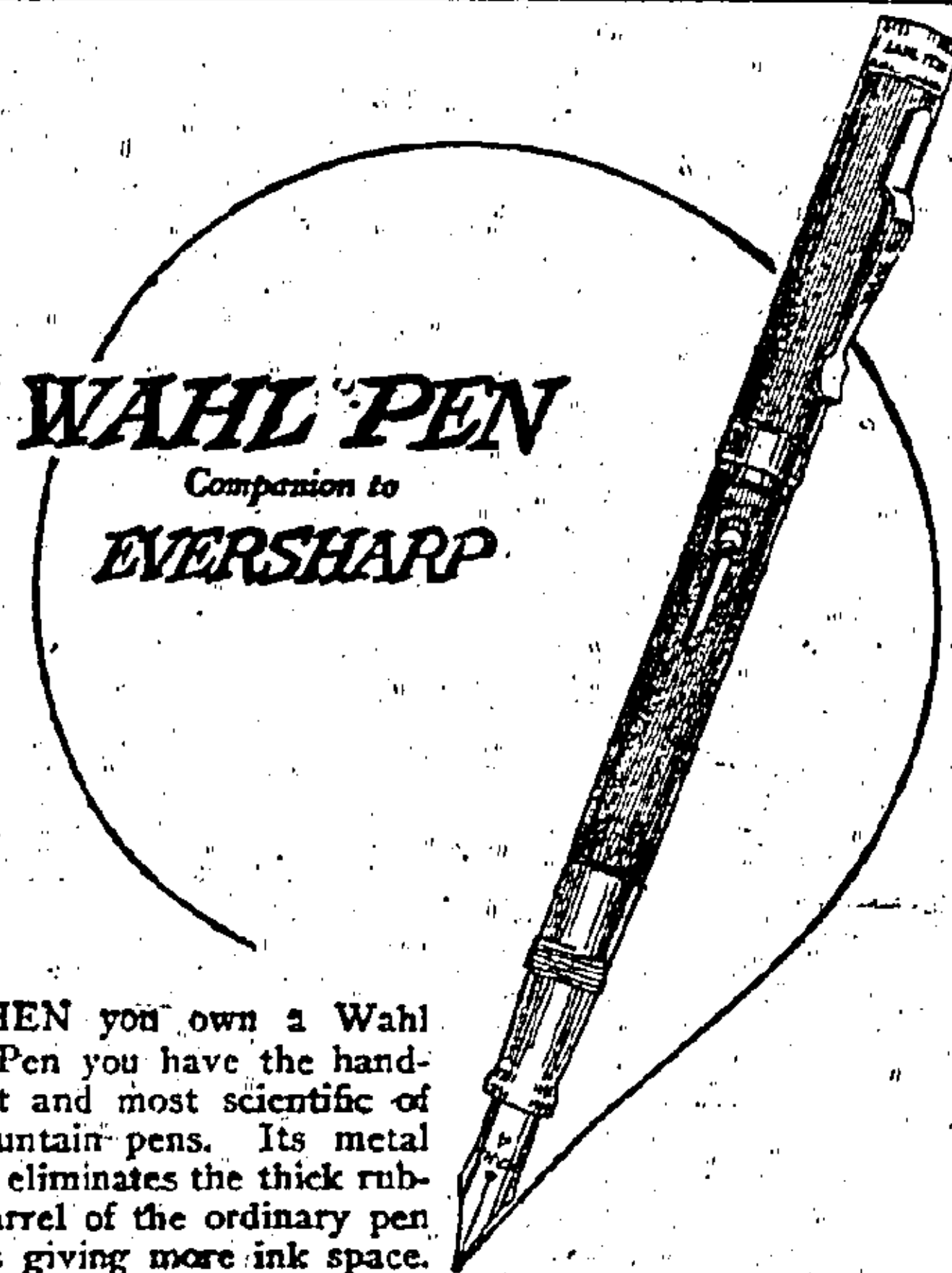
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GUARDIANSHIP OF INFANTS. POSITION OF THE DOCTOR.

A puzzling point as to the position of doctors if the Guardianship of Infants Bill became law engaged the attention of a Joint Committee of Lords and Commons last month.

The Earl of Onslow asked the witness, Sir James Greig, what would happen if both the father and mother, having equal rights over a child suffering from appendicitis, did not both give their consent to an operation being performed. The child might die before a Court could intervene and give a decision.

Sir James Greig thought the doctor would perform the operation and let the parents fight it out afterwards.

Several members of the Committee suggested that a heavy responsibility would rest on the doctor if the patient died.

Mr. R. Richardson, M.P., suggested that the doctors might be given power to perform an operation if one of the parents consented, but other members of the committee expressed the opinion that doctors would not like to have such a responsibility thrown upon them.

A practically similar point in relation to vaccination was raised and the witness suggested that that matter could be settled by the State laying down conditions. Provisions might be inserted in the bill dealing with both these matters.

Lord Asquith asked, whether, when a wife went into court upon such matters as the bill dealt with, the weight was not against her?—That is so.

Witness stated that at the request of Lord Asquith he had read and summarised the contents of a large number of documents received from foreign countries as to the laws with regard to guardianship. Returns, he said, had been received from forty-nine States. Of these 31 had equal guardianship, three of them had not, and in about 15 the statements left the position uncertain. It appeared to him that the principle of equal guardianship, which prevailed in some of the States of the United States, had led to the principle being adopted in Canada. The reports did not indicate whether equal guardianship worked satisfactorily, but the deduction he had drawn, from the course which legislation had followed was that the difficulties which it was feared would arise in Great Britain had not created trouble.

A married lady who gave evidence as to her own case said she was not separated from her husband. She lived in the same house as he did, and she was maintaining herself as a secretary. The husband had sent their two boys to a school, and she was only allowed to see them occasionally for a few hours by permission of the headmaster. During the vacations their address was not given to her, and she had no knowledge of where they were. Her solicitor had advised that if the case were brought into court her husband would be regarded as the natural guardian of the children.

After a discussion between members of the Committee, the chairman said his legal friends did not support the opinion of the witness's solicitor as to her inability to get redress.

The Committee adjourned.

THE ART OF GETTING ON WITH OTHERS.

The Rev. R. J. Campbell, L.D., says the intrepid explorer, Sir Ernest Shackleton, once said that the most serious danger to be encountered during the hardships of a polar expedition was that arising from irritability. So well were he and his companions aware of this that they took special pains to guard against it beforehand.

Monotony, confined space during the lengthy periods when it became necessary to take refuge from the elements, abnormal atmospheric conditions, and the ceaseless strain of endurance all combined to throw the best regulated nerves out of gear and create unreasoning antipathies.

A careful watch had, therefore to be kept on every symptom tending in this direction, and special means devised for freshening thought and feeling as well as physical energy.

For similar reasons a course of moral hygiene is desirable in everyday life.

Decent living, well-meaning people often fail to get on well together in the same house, the same occupation, or the same community of interests.

If they only met casually they would like each other; as it is they hate each other, or think they do.

Every little disagreeableness is magnified between them; every peculiarity of either becomes detestable in the jaundiced eyes of his fellow.

As often as not mere unescapable nearness has most to do with this clash of personalities, especially when conjoined with the hum-drum and commonplace of daily strain and toil. We are seldom at our best under such conditions.

The young wife who was overcome with horror at the thought that she would have to see her husband's face at the breakfast table every day for the rest of her life unconsciously tapped a real source of trouble.

The remedy for it lies in obtaining sufficient mental detachment from one's daily concerns to enable one's nature to recover poise and strength.

Stand off from your brother bondsman till you are at peace with yourself and you will discern in him much to compassionate and something to love.

SANCTITY OF MARRIAGE.

Charging the Grand Jury, at Staffordshire Assizes, on July 3rd, Mr. Justice Roche commented on the entire absence of bigamy cases from the calendar and said that this, combined with the shrinkage in divorce suits, showed the British people, after an exceptional state of things produced by the war, were returning to the old and normal method of life. Marriage and fidelity to the marriage vow, were at the root and basis of all healthy, social life.

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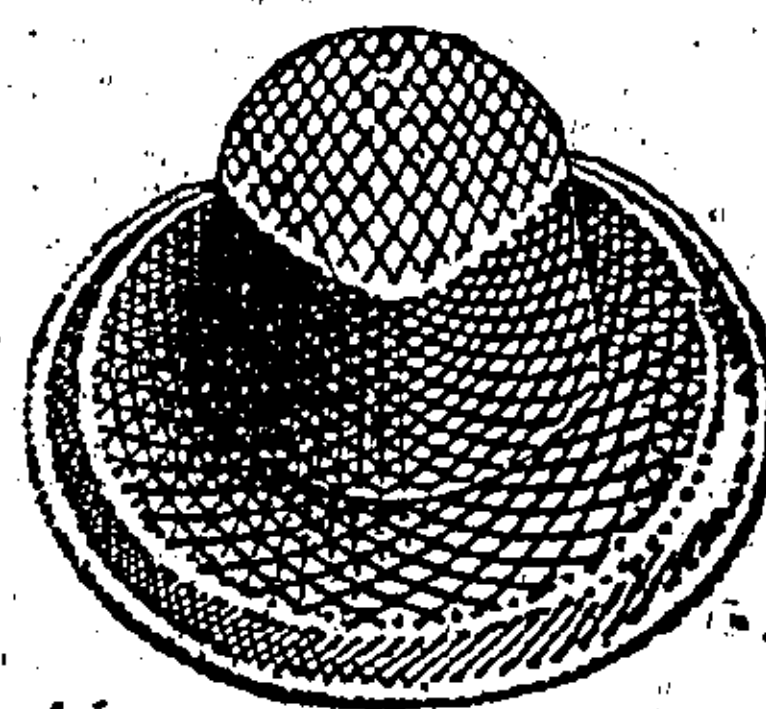
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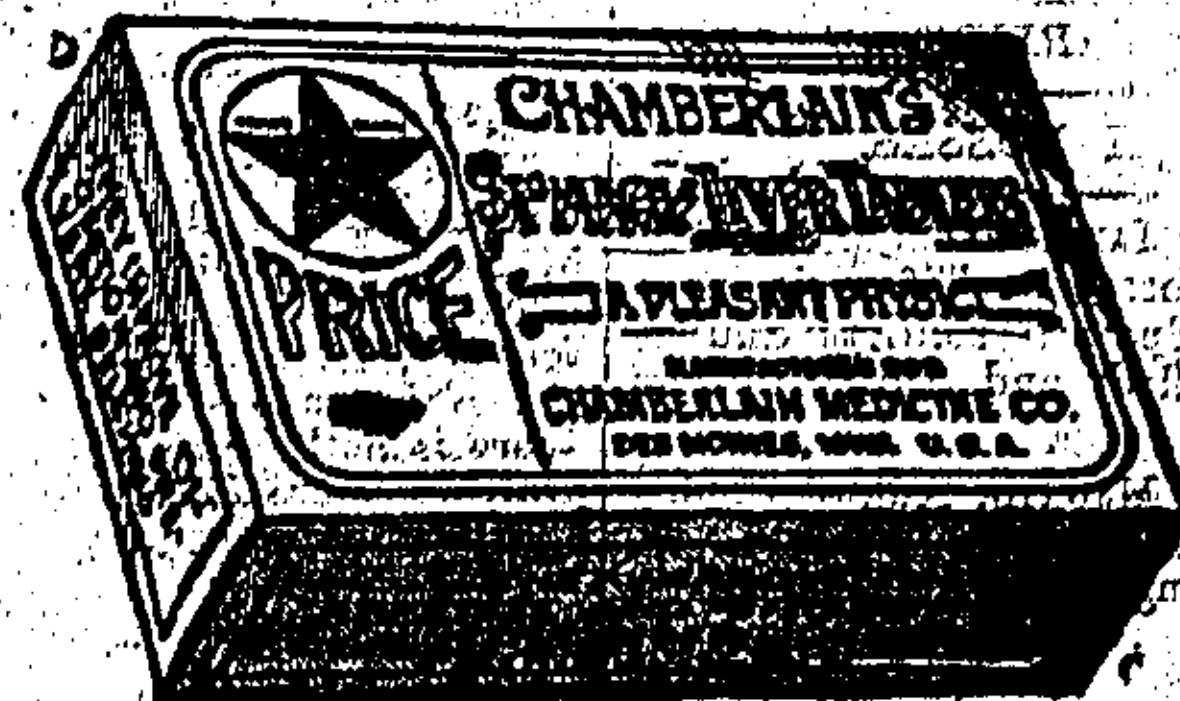
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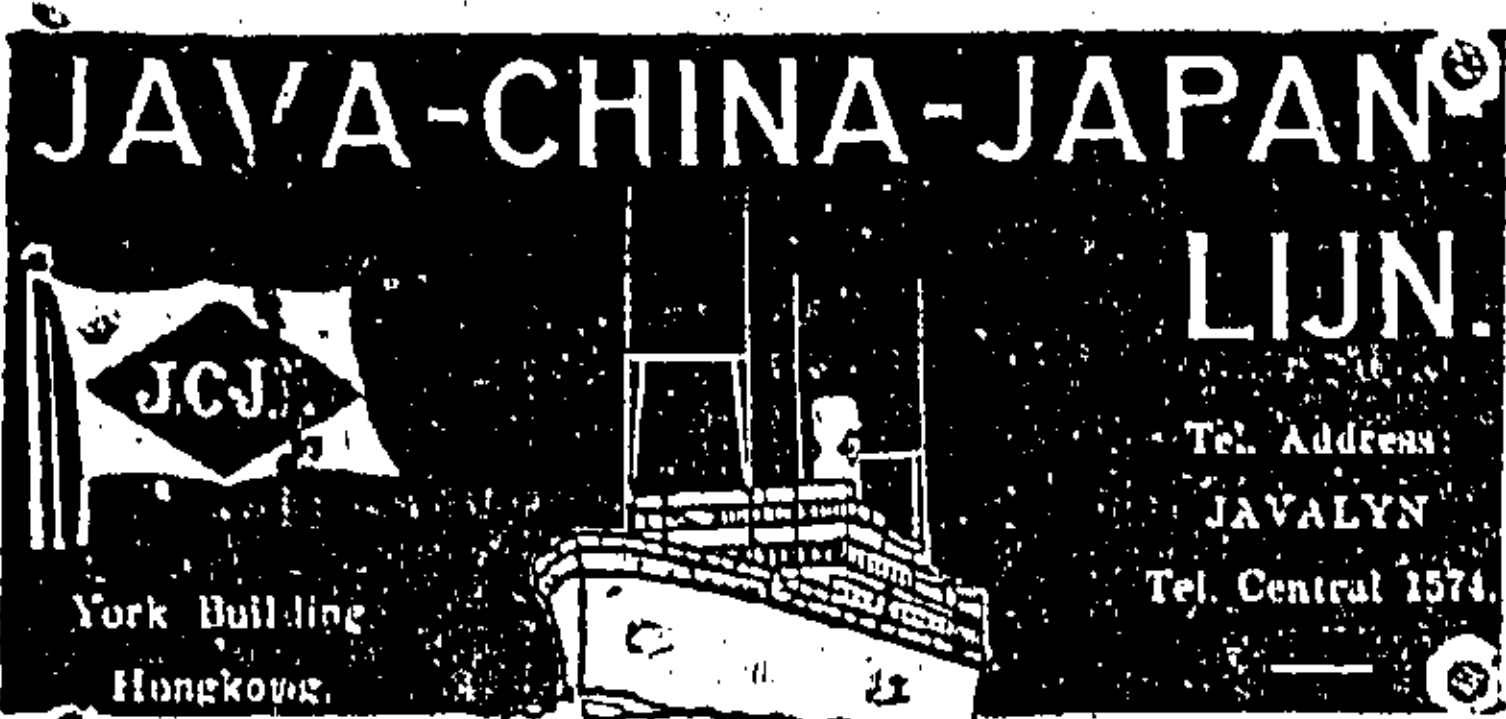
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GORGEOUS VESTMENTS.

The first day of the Anglo-Catholic Congress on July 10th proved a great success. The service in St. Paul's Cathedral was attended by about 7,000 people, and a unique sight was that of 1,000 clergymen sitting under the dome all robed exactly alike in short surplice and cassock.

The procession of bishops and dignitaries from the west end to the choir was most picturesquely concluded by a group from the Eastern Church—the Archbishop of Moscow, Metropolitan of the Russian churches in Western Europe, who, with attendant priests, was clad in a gorgeous cope of cloth of gold and wore the pious mitre of the Russian prelate.

The preacher was the Rev. Arthur Montford, the chairman of the executive committee, and he pointed out that the object of the Anglo-Catholicism was to reveal the Catholic faith to all the world and that high ceremonial was not a fuss about nothing, but was naturally included in the consecration of all our resources.

BISHOP OF LONDON.

At the opening meeting at the Albert Hall the Bishop of London, clad in a purple cassock with a large gold cross suspended on his breast, delivered his presidential address to an audience which crowded the building.

According to the bishop, "to be a Catholic is to be a missionary," and those who use the name are pledged to the conversion of the whole world. "I believe the west end of the Anglo-Catholicism are for truth, and that ritual and ceremonial are only important as expressing the truth. The earliest and simplest of all Christian services was the adoration of the Shepherds at the manger of Bethlehem. On the other hand, God's house should be the most suitably furnished house in the parish."

Dr. Ingam, who said that perhaps after all the Anglo-Catholics were only going back to the old ways and customs. We honour (he said) the old colours of our regiments—why not those of our Church? When I was in America I found people there who believed the English Church was founded by Henry VIII. I told them that the very jackdaws of Fulham Palace, who had been there for over 1,000 years, would laugh at them!

The bishop stood out and out for reunion. He believed it was coming; coming with the English Nonconformists, coming from the Eastern Church, and coming, probably, at long last from the Roman Communion. Dr. Weston, Bishop of Zanzibar, and chairman of the congress, is a little, lean man, much sunburnt, swift in his movements, and the fortunate possessor of a clear and even a clarion voice. He was picturesquely garbed in a purple cassock, piped with scarlet, and a gold cross hung on his breast.

He announced that, with the permission of the congress, he would send telegrams of compliment to the King, the Archbishop of Canterbury, and the Pope.

HYMN TO THE VIRGIN.

The Bishop of London, having objected to one of the congress hymns as applying the aid of the Virgin Mary, Dr. Weston pointed out that when Anglo-Catholics invoked a saint, they did it through Christ. He said:

"We cannot invoke a saint outside the heart of Jesus. When we sing our hymns to Mary, we mean the Mary within the heart of God. I hope the Bishop of London will tell that to the National Assembly."

An admirable survey of the creation of man by the Rev. Father Waggott, an impassioned appeal for £25,000 by Father Vernon, a young priest in a monk's robe and cowl, with a singularly penetrating voice; and a clear summary of the great revolt of sin by Father Huntington, who has come from New York (where he is Superior of the Order of the Holy Cross), completed by five o'clock a full day.

In the evening Bishop Gore dealt with prophecy, and at the Queen's Hall, under the chairmanship of Sir Ian Malcolm, Canon Lacey and Father Huntington addressed a very large audience.

20,000 MEMBERS.

It was announced that there are 20,000 members of the Congress.

The Anglo-Catholic Congress consists of Churchmen and the Churchwomen who declare that they belong to no ecclesiastical party, but stand simply for the maintenance within the English Church of the primitive and medieval traditions of the undivided Catholic Church. They do not admire the Reformation, and, in the words of their chairman, the Bishop of Zanzibar, they wait patiently till the Pope and the Eastern Church recognise them as of the same stock.

They speak of themselves as "un-hypnotized Catholics"; they are not greatly devoted to the Establishment, and they hope, one day, to see the Free Churches "Catholicised" and reunited to the English Church.

The name of the chairman of the Congress will be familiar to many as connected with the great Kikuyu controversy of years ago, when his opposition to the united worship of the converts of the various Christian missions in Africa was widely criticised. But much has happened since then, and the Bishop is credited to-day with a statesman's outlook on things ecclesiastical. In his message to the Congress he writes: "We must put away all party spirit," and on that note the Congress will open.

Special services were held in nearly 30 London churches on Sunday, July 8th.

Royalties are just ordinary common clay, like anybody else.—Mr. Lansbury.

WEATHER REPORT.

August 23rd at 17.50—Warning to Hongkong Coast Ports, A.C.: Typhoon of unknown intensity within 40 miles of Lat. 21 deg. N. Long. 110 deg. E., moving W.

August 24th at 12.35—Pressure has decreased steadily at Shanghai and slightly at Haiphong and Manila. It is stationary at Amoy and has increased slightly at Hongkong.

There are no signs of a Bulintar Channel typhoon this morning.

The typhoon which passed to the south of Hongkong yesterday, is approaching Haiphong. The Oshima typhoon has curved westward and now threatens Shanghai.

Hongkong rainfall for the 24 hours ending at 10 a.m. 24th August, 0.05 inch. Total since January 1st, 62.64 inches, against an average of 62.79 inches.

The forecast for the 24 hours ending at noon 24th Aug. is as follows:

District	Forecast
Formosa Channel	Light, variable winds.

Hongkong to Gap Rock E. winds, moderate, fine.

South coast of China between Hongkong and Lamook do.

South coast of China between Hongkong and Haikow do.

HONGKONG METEOROLOGICAL RESULTS.

Hongkong Observatory, August 24th.

	Previous Day at 1 p.m.	24th Aug. at 8 a.m.	24th Aug. at 2 p.m.
Barometer	29.61	29.64	29.65
Temperature	81	78	86
Humidity	82	89	65
Wind Direction	E	ENE	ESE
Force	5	3	3
Weather	ofc	C	B
Rain	0.77	0.0	0.00

Highest open-air temperature on 23rd ... 82

Lowest open-air temperature on 23rd ... 78

HONGKONG TIDE TABLE.

From August 24th to 30th, 1923.

		HIGH WATER.		LOW WATER.	
Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	24	h. m.	ft. in.	h. m.	ft. in.
		7 40	7 1	6 58	3 6
Satur.	25	8 28	4 9	7 41	1 3
		8 35	6 0	8 17	1 3
Sun.	26	9 58	7 3	9 34	1 3
		10 27	5 1	10 24	1 3
Mon.	27	9 58	7 2	9 37	2 0
		10 53	6 3	10 38	1 6
Tues.	28	10 36	6 9	11 35	2 7
		11 18	5 4	12 31	1 7
Wed.	29	11 9	6 3	1 40	2 7
		11 43	5 5	2 31	2 0
Thurs.	30	11 29	6 1	3 29	2 4

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. Aug. 21.	W.L. Aug. 23.
Wuchow, W. River	+79.50	-2.43	—	—
Kongmoon, W. River	+14.70	-0.80	—	—
Linkongchow, N. River	+57.00	—	12.0	8.5
Samshui, N. River	+27.25	-6.00	22.1	21.9
Shoklung, E. River	+15.15	-0.98	—	—

Engineer-in-Chief.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS	SUBJECT TO ALTERATION.
SHANGHAI via SWATOW	"WAIRHONG" ... Friday, 24th Aug. Noon.
STRAITS & CALCUTTA	"LAISANG" ... Friday, 24th Aug. 3 p.m.
HAIPHONG via HOIHOW	"LEESANG" ... Saturday, 25th Aug. 3 p.m.
MANILA	"WINGSANG" ... Saturday, 25th Aug. 4 p.m.
KORE via AMOI & SHANGHAI	"KUTSANG" ... Saturday, 26th Aug. Noon.
TIENTSIN via WEIHAIWEI	"CHIPSANG" ... Sunday, 26th Aug. 2 p.m.
BANGKOK via SWATOW	"YATSHING" ... Sunday, 26th Aug. 2 p.m.
SANZAN	"MAUSANG" ... Tuesday, 28th Aug. 11 a.m.
NEWORANG via SWATOW & SHANGHAI	"TAKSANG" ... Tuesday, 28th Aug. Noon.
TSINGTAU via SWATOW & SHANGHAI	"YUSANG" ... Wednesday, 29th Aug. Noon.
STRAITS & CALCUTTA	"ROOKSANG" ... Wednesday, 29th Aug. 3 p.m.
BANGKOK via HOIHOW	"CHUNSANG" ... Wednesday, 30th Sept. 8 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Haiphong, and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when indicated on the schedule.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "BINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Kudat, Jesselton, Labuan, Tawau and Labud Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about

Friday, 24th Aug., at 3 p.m., for SINGAPORE, PENANG

& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharges
"PEMBROKESHIRE" ... 24th Aug. a.m.		"GLENSANDA" ... 16th Sept.		Genoa, London, Rotterdam and Hamburg.
"GLENLUCE" ... 10th Sept.				
"GLENOGLE" ... 20th Sept.				
"CARMARTHENSHIRE" ... 5th Oct.				

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,**The Glen Line, Ltd., AGENTS.**

Telephone: Central No. 215 sub-ext. 23 and Central 2566.

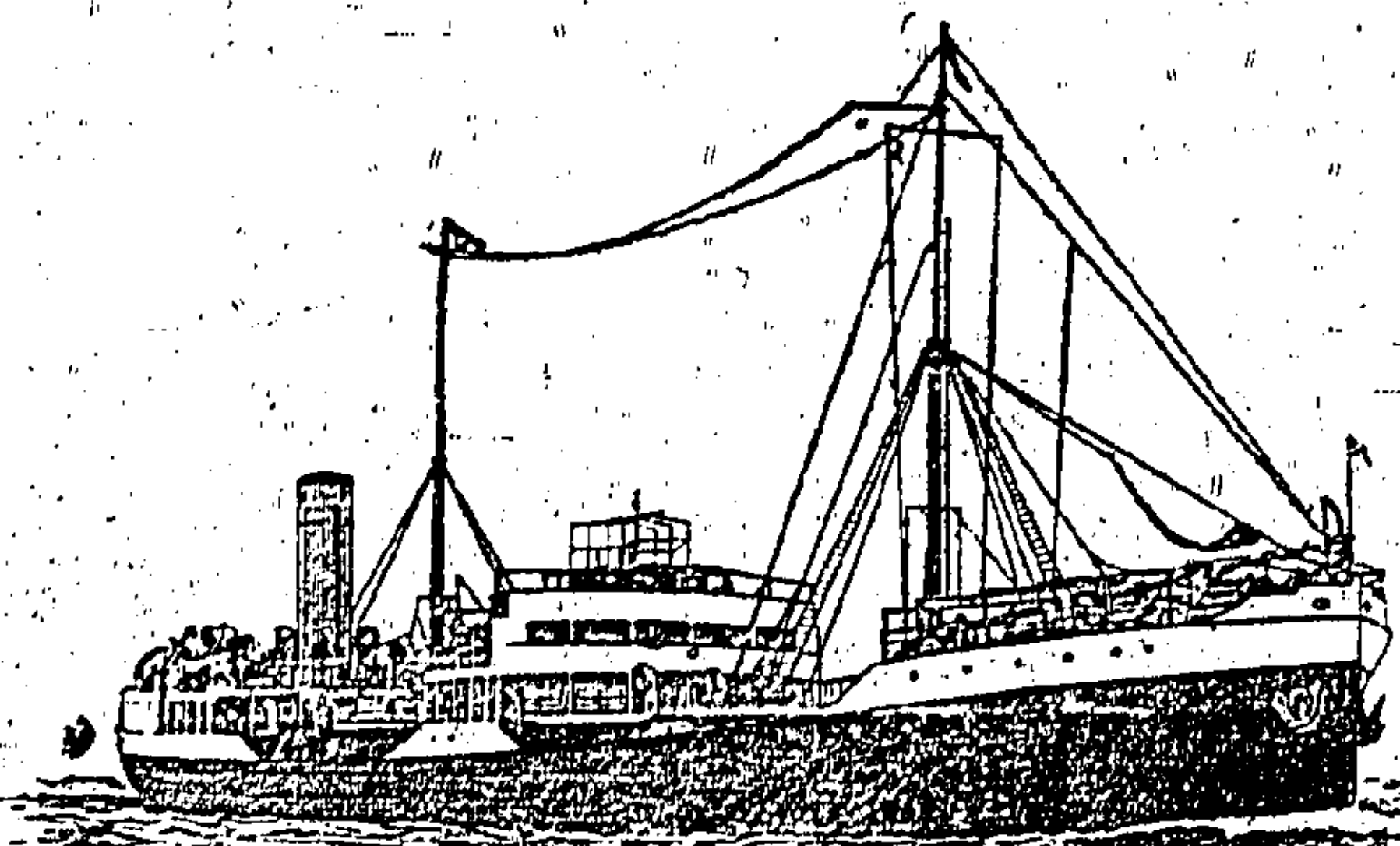
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SHIPPING NEWS

ARRIVALS.

August 21st.
Feng-lee, Chinese str., 1,250 tons, Capt. T. Mori, from Saigon, with a cargo of rice.—Yue Tai Hong.
Glenhol, British str., 3,848 tons, Capt. T. F. Ingram, from Dalny, with a cargo of beans.—J. M. & Co.
 August 22nd.
Cherbon Maru, Japanese str., 3,491 tons, Capt. C. Hidaka, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.
Phenipend, British str., 1,003 tons, Capt. A. W. Hall, from Saigon, with a general cargo.—W. O. Fat Hong.
 August 23rd.
Hakuhy, British str., 1,750 tons, Capt. W. C. Pasmore, from Swatow, with a general cargo.—D. L. & Co.
Hawaii Maru, Japanese str., 3,984 tons, Capt. Suruga, from Tacoma and Shanghai, with a general cargo.—O.S.K.
Hwah Kuo, Chinese str., 1,115 tons, Capt. J. Thorvig, from Saigon, with rice.—Wang Lee.
Taka, Danish motorship, 3,000 tons, Capt. H. Rasm, from Balikpapan, with a general cargo.—John Manners & Co.
Kuichow, British str., 1,220 tons, Capt. F. C. Lovegrove, from Tientsin and Swatow, with a general cargo.—B. & S.
Kulung, British str., 3,043 tons, Capt. V. McIldell, from Calcutta and Singapore, with a general cargo.—J. M. & Co.
Lee Sang, British str., 972 tons, Capt. T. Croft, from Haiphong and Hoihow, with a general cargo.—J. M. & Co.
Sheel Long, British str., 1,866 tons, Capt. M. Robinson, from Chinwang-tao, with coal.—Dodwell & Co.
Ninghai, British str., 1,618 tons, Capt. C. W. Puckett, from Shanghai and Amoy, with a general cargo.—B. & S.
Sungshan Maru, Japanese str., from Canton.
Yoshihara Maru, Japanese str., 553 tons, Capt. S. Namiki, from Tamsui, with a cargo of coal.—Mitsui & Co.

CLEARANCES.

August 23rd.
Alps, for Singapore.
Chishing, for Canton.
Egremont Castle, for Manila.
Empress of Australia, for Shanghai.
Glendalough, for Swatow.
Huiching, for Swatow.
Huangyong, for Chetoo.
Kaunin, for Swatow.
Nanyo Maru No. 1, for Swatow.
Pooke, for Kwang Chow Wan.
Sheel Lane, for Canton.
Sunon, for Pakhoi.
Sunking, for Canton.
Sungshan Maru, for Swatow.
Takko, for Canton.
Takko, for Canton.
Yoshihara Maru, for Tientsin.
Yoshihara Maru, for Canton.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Nani Maru* (European passenger line), left Moji for Hongkong via Shanghai, on August 21st, and is expected here on August 28th.
 The N.Y.K. s.s. *Wakana Maru* (Bombay line), left Moji for Hongkong on August 22nd, and is expected here on August 29th.
 The N.Y.K. s.s. *Rangoon Maru* (Calcutta line), left Kobe for Hongkong via Moji on August 21st, and is expected here on August 29th.
 The R.M.S. *Empress of Asia* arrived at Nagasaki on August 22nd at 5 p.m., left Nagasaki on August 23rd at 10 a.m., and is due at Shanghai to-day, the 24th inst., at 10 a.m.
 The T.K.K. s.s. *Pekin Maru* arrived at Moji on the 22nd inst., and leaves on the 23rd for Kobe.
 The T.K.K. s.s. *Tsuno Maru* arrived at Yokohama on August 22nd and sails to-day, the 24th inst., for Honolulu and San Francisco.

VESSELS EXPECTED

Achilles (Blue Funnel), due August 22nd.
Amphise (M.M.), due August 28th.
Bellerophon (Blue Funnel), due Sept. 7th.
Cordillera (M.M.), due September 11th.
Elpenor (Blue Funnel), due Sept. 12th.
Empress of Asia, due August 27th.
Eurythia (Blue Funnel), due Sept. 25th.

Mentor (Blue Funnel), due August 31st.
Meriones (Blue Funnel), due Sept. 8th.
Nagano Maru, due August 26th.
Peregrine (Blue Funnel), due to-morrow.
Phenipend (Blue Funnel), due Sept. 10th.
Sophia (Blue Funnel), due August 28th.
Victoria, due August 27th.

NAVIGATION CONGRESS.
DOCKS FOR BIG SHIPS.

At the International Navigation Congress at the institution of Civil Engineers on July 3rd, the chief subject before the Ocean Navigation Section was the obligation imposed on dock and waterway authorities to make provision for the increasing length and draught of ships.

M. E. Quellenner, consulting engineer to the Suez Canal Company, said the largest ship which had made the passage of the Canal was the *America*, which had a draught of 30ft. There were only fourteen ships now in service larger than that vessel, and eight belonged to a category which would never require to make the passage of the Suez Canal. The improvements authorised in 1912, which would be completed next year, would make provision in the waterway for ships of 25,000 tons and for a draught of 33ft., and a new programme of improvements just authorised would enable the Canal to receive vessels of 35ft. draught. With this object the waterway would be deepened to 33ft.

Sir Westcott Abell, Chief Ship Surveyor, Lloyd's Register of Shipping, believed that it was the economic factor which would decide the issue of the dock accommodation for big ships. There were indications that the effect of settling the problem from that standpoint would restrict the length and draught of vessels to the depths available at the principal ports. The whole question ought to be investigated from the national standpoint.

Mr. F. E. Wentworth-Shields (Southampton) said that those responsible for the development of the big liner ports had already been called upon to provide for the needs of the 20,000-ton ship, and would like to know whether the limit was to be fixed at 20,000 or 25,000 tons, or what was likely to be the ultimate limit of development. He believed that, owing to the high cost of new works, harbour authorities would be compelled to fix a limit for the size of ships unless ship-owners were prepared to face higher dock charges. The only alternative was for engineers to get together and devise cheaper methods of constructing docks and quays.

Capt. F. Chambers (United States) said that the American Association of Port Authorities had just appointed a committee, of which Dr. Bryson Cunningham and he were members, to inquire what steps could be taken to bring about a greater degree of co-ordination between port authorities in all countries and to determine what economies could be effected by greater uniformity in dock design and equipment. He had been asked, he said, to bring this subject before all port authorities and to make a report to the meeting of the American Association.

Capt. F. R. Harrold, R.N., dealt with the subject of collisions at sea in foggy weather. The accidents which occurred were due, he insisted, not to faults of seamanship, but to the inadequacy of the present rules and regulations governing the navigation of ships at sea in fog. His plan for averting accidents, and at the same time avoiding delays to ships under fog conditions, was a system of course signalling.

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1/122599643269271108668667762172024734689499129774688174080 per case. 1/245199286538542217337335524344049469378998259549376348160 per dozen. 1/490398573077084434674671048688098938757996519098752696320 per gross. 1/980797146154168869349342097376197877515993038197505392640 per case. 1/1961594292308337738698684194752395755031986076395010785280 per dozen. 1/3923188584616675477397368389504791510063972152790021570560 per gross. 1/7846377169233350954794736779009583020127944305580043141120 per case. 1/15692754338466701909589473558019166040255888611160086282240 per dozen. 1/31385508676933403819178947116038332080511777222320172564480 per gross. 1/62771017353866807638357894232076664161023554444640345128960 per case. 1/125542034707733615276715788464153328322047108889280690257920 per dozen. 1/251084069415467230553431576928306656644094217778561380515840 per gross. 1/502168138830934461106863153856613313288188435557122761031680 per case. 1/1004336277661868922213726307713226626576376871114245522063360 per dozen. 1/2008672555323737844427452615426453253152753742228491044126720 per gross. 1/4017345110647475688854905230852906506305507484456982088253440 per case. 1/8034690221294951377709810461705813012611014968913964176506880 per dozen. 1/16069380442589902755419620923411626025222029937827928353013760 per gross. 1/32138760885179805510839241846823252050444059875655856706027520 per case. 1/64277521770359611021678483693646504100888119751311713412055040 per dozen. 1/128555043540719222043356967387293008201776239502623426824110080 per gross. 1/257110087081438444086713934774586016403552479005246853648220160 per case. 1/514220174162876888173427869549172032807104958010493707296440320 per dozen. 1/1028440348325753776346855739098344065614209916020987414592880640 per gross. 1/2056880696651507552693711478196688131228419832041974829185761280 per case. 1/4113761393303015105387422956393376262456839664083949658371522560 per dozen. 1/8227522786606030210774845912786752524913679328167899316743045120 per gross. 1/16455045573212060421549691825573505049827358656335798633486090240 per case. 1/32910091146424120843099383651147010099654717312671597266972180480 per dozen. 1/65820182292848241686198767302294020199309434625343194533944360960 per gross. 1/131640364585696483372397534604588040398618869250686389067888721920 per case. 1/263280729171392966744795069209176080797237738501372778135777443840 per dozen. 1/526561458342785933489590138418352161594475477002745556271554887680 per gross. 1/1053122916685571866979180276836704323188950954005491112543109755360 per case. 1/2106245833371143733958360553673408646377901908010982225086219510720 per dozen. 1/4212491666742287467916721107346817292755803816021964450172439021440 per gross. 1/8424983333484574935833442214693634585511607632043928900344878042880 per case. 1/16849966666969149871666884429387269171023215264087857800689756085760 per dozen. 1/33699933333938299743333768858774538342046430528175715601379512171520 per gross. 1/67399866667876599486667

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, L'Oron, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A "Class Steamers" ... 1st Class 292.—2nd Class 262.
 B "Class Steamers" ... 1st Class 284.—2nd Class 256.
 C "Class Steamers" ... 1st Class 258.

N.B.—"C" Class Steamers comprise those of the "Cape" type, which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 750)

HOLYOAK, MARSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON" ... via Suez Canal ... 25th August.
 S.S. "ANTILLOCHUS" ... via Suez Canal ... 5th Sept.
 S.S. "BELLROSE" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MARSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	25th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILL	7th Sept.	9th Oct.	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Cabin and Free Doctor's Attendance).

A Class (1st Class) ... 95. 0s. 0d. B Class (1st Class) ... 85. 0s. 0d.
 STEAMERS (2nd) ... 68. 0s. 0d. STEAMERS (2nd) ... 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C.P. LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valence, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).
 Also through Bill of Lading issued to HELSINKI, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

*HAICHONG ... Capt. J. S. Thomson ... Friday, 24th Aug., at 8 a.m.
 *HAICHONG ... Capt. W. O. Passmore ... Sunday, 26th Aug., at 10 a.m.
 *HAICHONG ... Capt. Ellis Walker ... Tuesday, 28th Aug., at 1 p.m.

*Via Amoy not taking Cargo and Passengers.

*For Swatow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"ALIPORO"	5,273	24th Aug. 4 p.m.	S'pore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	B'way, Mars., Gib., L'don. & A'warp.
"SICILIA"	6,813	20th Sept.	S'pore, Penang, Colombo & Bombay.
"DONGOLA"	8,083	21st Sept.	Mars., Gib., London & Antwerp.
"MANTUA"	10,902	6th Oct.	B'way, Mars., Gib., L'don. & A'warp.
"SUDAN"	6,696	17th Oct.	S'pore, Penang, Colombo & B'way.
"CALEDONIA"	9,089	18th Oct.	Mars., Gib., London & Antwerp.
"NELORE"	7,323	2nd Nov.	do.
"MALWA"	6,853	4th Nov.	do.
"KALYAN"	10,341	18th Nov.	B'way, Mars., Gib., L'don. & A'warp.
"KALYAN"	9,089	30th Nov.	S'pore, Penang, Colombo & B'way.
"SUDAN"	6,696	13th Dec.	Mars., Gib., London & Antwerp.
"DEVANHA"	8,083	14th Dec.	do.

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,089	25th Jan.	MARSEILLES & LONDON
"KASHGAR"	8,840	8th Feb.	via Usual Ports of Call
"MOREA"	10,511	22nd Feb.	do.
"KARMALA"	9,089	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,087	4th April	do.
"CHINA"	7,352	18th April	do.

BRITISH INDIA - APCAR - SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"JAPAN"	6,053	2nd Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,924	11th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	1st Sept.	Manila, Tharad, Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	8th Oct.	do.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"MANTUA"	10,902	24th Aug. 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,813	20th Aug.	Shanghai.
"TANTA"	9,958	29th Aug.	Yokohama & Kobe.
"KARMALA"	9,089	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.,

23, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5164

Telegrams (Far Prince)

(Incorporated in Great Britain)

St. George's Building

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service—Singapore, Colombo, Sum and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 18th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"ARGUN MARU" (Call at Penang) ... Tuesday, 4th Sept.

"ANDES MARU" ... Thursday, 20th Sept.

SAIGON, HANGKOW, & SINGAPORE—Regular monthly Passenger Service.

"HONOLULU MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"HAWAII MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"HAWAII MARU" ... Friday, 31st Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports—San Francisco—Panama and Cuban Ports.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai ... Friday, 21st Sept.

"AMAZON MARU" ... Friday, 21st Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Friday, 24th Aug. Noon.

TAKAO via SWATOW & AMOY.

"SOSU MARU" ... Thursday, 30th Aug. 10 a.m.

TAKAO & KEELUNG.

"TOYEN MARU" ... Monday, 3rd Sept.

For sailing dates and further particulars please apply to

Tel. Central No. 4904

K. REIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure	Destination
PANAROEKAN via BALIK PAPAN	"TAIKOOWAN"	On 24th Aug.	D.I.
CHEFOO & NEWCHWANG	"HANYANG"	On 24th Aug.	D.I.
SWATOW & SHANGHAI	"LIANGCHOW"	On 24th Aug.	Noon.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 25th Aug.	9 a.m.
HOIHOW & HANGKOK	"LINAN"	On 25th Aug.	10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 26th Aug.	Noon.
SWATOW & SINGAPORE	"KWANGTUNG"	On 26th Aug.	4 p.m.
SHANGHAI	"SZECHUEN"	On 27th Aug.	4 p.m.
WELHAIWEI, CHEFOO & TIENTSIN	"SZECHOW"	On 28th Aug.	D.I.
SWATOW & HANGKOK	"KWEIYANG"	On 28th Aug.	4 p.m.
SHANGHAI	"SUIYANG"	On 29th Aug.	D.I.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.)

CARGO'S "APRIL" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Samsarak, & Aus. Ports
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"CHANGSE" ...

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 33.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 5th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 6th Sept.

U.S.S. "West Carmona" ... Due Hongkong 10th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 11th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S. "West Farallon" ... Due Hongkong 7th Sept.

U.S.S. "West Farallon" ... Leave Hongkong 8th Sept.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Due Hongkong 10th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 11th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3003.

K. A. HEYUM, Res. Agent.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

PIUMK having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 26th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

